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April 2015

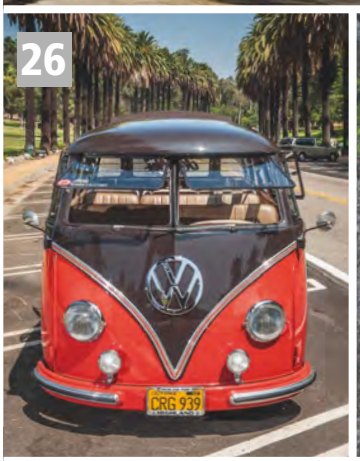
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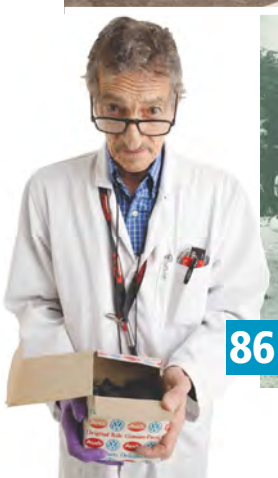




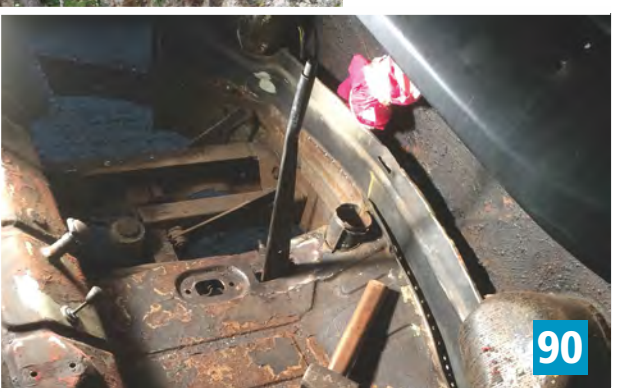












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Setting & Locking Kit VW 2.5 TDi PD



9$*

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Valve Spring Compressor Multi-Valve



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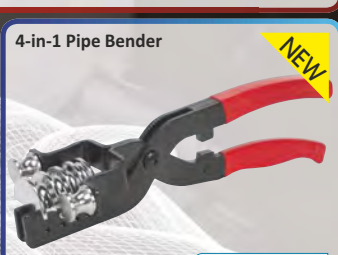
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NEW



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Brake Pad Thickness Gauge

NEW



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Code Breaker

LIVE Data

Colour

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Setting/Locking Kit 1.2D, 1.6D, 2.0D TDi Common Rail Belt Drive



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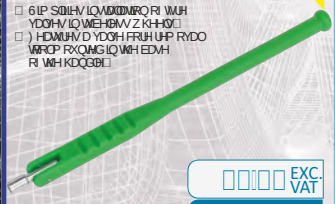
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NEW



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Rear Brake Piston Wind-Back Adaptor VAG



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NEW



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VolksWorld Show 2015





With now only a couple of weeks to go until The *VolksWorld* Show, everything is in place to make this a great show. All we need is you guys to make it a truly fantastic event.

If you would like to save yourself a few quid, order your tickets in advance at www.volksworldshow.com. The ticket hotline stays open until March 25 2015, so you still have time to purchase your tickets before the event.

The show opens at 10am each day and finishes at 5pm on Saturday March 28 and 4.30pm on Sunday March 29. If you are camping, you can arrive any time from 1pm on Friday March 27, so why not make a long weekend of it and arrive early? Camping is by pre-booking only, so make sure you do it in good time at www.volksworldshow.com.

If you are coming to the show in a VW, make sure you give it a polish before you leave. You never know, you may win a trophy in the car park show 'n' shine. If you are looking to buy or sell a VW, the sales area in the front car park brings together potential buyers and sellers from all over Europe, and many a deal is done over the weekend of the show. It's free to buy and sell, just turn up on the day.

And don't forget to bring the family with you. With so much going on, the show has something from everyone, regardless of age, so check out the website for details of everything that's going on.

Finally, we like to thank all our show sponsors: VW Heritage; Cool Flo Lifestyle Clothing Co; Meguiar's; Carole Nash insurance and Campervantastic for all their help and support in putting on this event. See you all on the 28th for what we hope will be our best show ever.

Big Bang

Big Bang Camper & Bus Show is one of the friendliest VW shows on the calendar. Don't think that means it's quiet with nothing happening though, because it delivers on all fronts – high-octane racing on the Santa Pod quarter mile, two music arenas and a mega show 'n' shine. Somehow, however, Big Bang remains the same laid back, family-friendly event it always has been, which is a credit to both the organisers and the people that make it what it is. With three days of VW fun, it's an all-inclusive VW weekend, so whether you're into Beetles or Buses, Campers or Caddies, Golfs or Ghias, you're all welcome to Run What Ya Brung, show 'n' shine or simply fill the campsite and chill out. Weekend entry is from 9am Friday April 24, with the fun lasting until Sunday April 26. Be there



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EVENT LISTINGS

MARCH

■ **The *VolksWorld* Show**
March 28-29
Sandown Park, Surrey
volksworldshow.com

APRIL

■ **CamperFest**
April 2-6
Chester Racecourse
chesterfoodanddrink.co.uk/camperfest

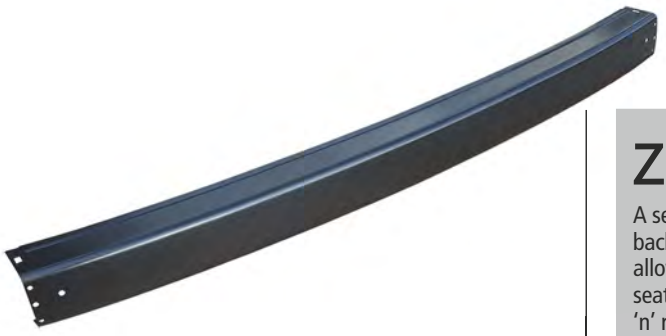
■ **Elemental VW Show**
April 11
Crouch Valley Showground, Essex
elementalvw.org.uk

■ **Clubs Unite at The Beach**
April 12
Berrow Beach, Somerset
www.facebook.com/clubsuniteatthebeach

■ **Bus Types**
April 17-19
Oswestry Showground, Shropshire
bustypesvwshow.co.uk

■ **Big Bang**
April 24-26
Santa Pod, Wellingborough
big-bang.co.uk

■ **Jumpstart**
April 25
Loughmore Village, Tipperary, Ireland
carbsandchrome.com



TYPE 25 BUMPERS

Up until now you may have struggled to source replacement bumpers for your '79-'92 Type 25 but now, thanks to Bob and his team at BBT, you have an option. Made from 2.3mm steel, these bumpers are said to have been comprehensively salt spray tested, and are available in black primer (as shown above) for £99.50, or in chrome for £189.50. See www.bbt4vw.com or any of their UK agents

Z-beds

A seldom seen accessory from back in the day, these Z-bed hinges allow an original Microbus rear seat to fold into a full-width rock 'n' roll bed. They're a new kit from Del Mar Retro and take about 45 minutes to install and require little mechanical know-how to fit.

They fit both Split and Bay Windows Buses using the supplied hardware and thorough assembly instructions.

With an online price of $389 they're ready for immediate delivery. For more info visit www.delmarretro.com





Go with the Flo in this 100% cotton women's hoodie from Cool Flo Lifestyle Clothing Co. The zip-up front allows you to chill out when things start to heat up, while a higher zip / neck line and ribbed cuffs and waistband give it a more fitted look. Comes with the Cool Flo logo across the chest and a tab label on the front left pocket showing this product is 'Certified Cool'. Available in sizes S (8-10) to XXL (16-18), all at £49.50 www.coolflo.co.uk





BAY FUEL TANK

For years, if you have needed a replacement fuel tank for your VW Bus, you have had to look for a good, used version and hope it was better than the one you were replacing. Today, however, you can buy a brand new fuel tank, made with all the same pressings as the original Volkswagen replacement parts. Tanks are available for all models from 1955 Splits through to fuel injection Type 25s, though the one shown here fits a '73 - July '79 Bay Window and costs 291.80 Euros. www.paruzzi.com

Side step to it

Whether you're going for a stock look, or you fancy rocking more of a custom look on your Bus, these aluminium side steps are one of the few accessories to have an instant visible impact, but also serve a practical purpose. The are available for all Type 2s from 1950-1979 for £99.50, while one for a Brazilian Bay Window costs £154.50. www.coolairvw.co.uk



CAMPERVAN SLEEPING BAG

Even if you don't have a VW Camper, you can get into the spirit of things with one of these Campervan sleeping bags. Combine this with a matching Campervan tent and the kids will think all their Christmases have come at once! Currently only available as the blue '65 Split shown, but if you hassle them they might do one to match your Bus. We said might. They cost £69.99, and you can order from www.truffleshuffle.co.uk



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Wash and go

Tired of patina? Bored of 'original paint'? Here's a selection of products for the shine lover

Meguiar's Water Magnet towel, £13

This extra large (70cm x 55cm) microfibre drying towel is said to absorb three times the amount of water compared to a traditional terry towel, giving fast, spot-free drying. It's machine washable too, so can be used over and over again. **meguiars.co.uk**





Kleers Car Shampoo, £13

Kleers has created an easy-to-use, low-foam, quick-rinse shampoo that is said to have excellent cleansing properties and to reduce the likelihood of water marking. The 500ml aluminium bottle has a convenient integral dispenser top and contains enough for up to 25 washes **kleers.com**

Rim Wax, £19.90

After spending a small fortune on a set of polished wheels, the last thing you want is for them to get mullered by the great British climate! Protect them with RimWax. Not only will it make them shine, it offers a barrier against the nastiness your rims are exposed to day after day. A quick once over on a clean set of rims will repel brake dust and road contaminates, prevent water marks and leaves no powdery residue. **vwheritage.com**





Meguiar's Ultimate Quik Wax, £14

The perfect solution for maintaining your paint's protection in between regular washing and waxing. Can be applied in direct sunlight and leaves no white residue on plastic and trim. Simply mist on and wipe off. It's so 'quik' you can wax your entire car in minutes, though the protection lasts for weeks. **meguiars.co.uk**



Upholstery / body cleaning gun, £119.94

Designed primarily for the professional valeter, but equally as useful for the serious home detailer, this high pressure, air-powered cleaning gun is ideal for giving your Bus a real deep clean, and especially useful in hard-to-reach areas such as seat runners, door shuts and other cheeky crevices **sealey.co.uk**

Kleers Finishing Wax, £13.99

The shine freaks will love this one. Kleers finishing wax contains PTFE for a long life, high gloss, anti-static finish, meaning less dust will be attracted to your paint (sounds perfect for use at The *VolksWorld* Show to us). Can be used in damp conditions and in direct sunlight, and won't leave white marks on rubber or plastic trim **kleers.com**



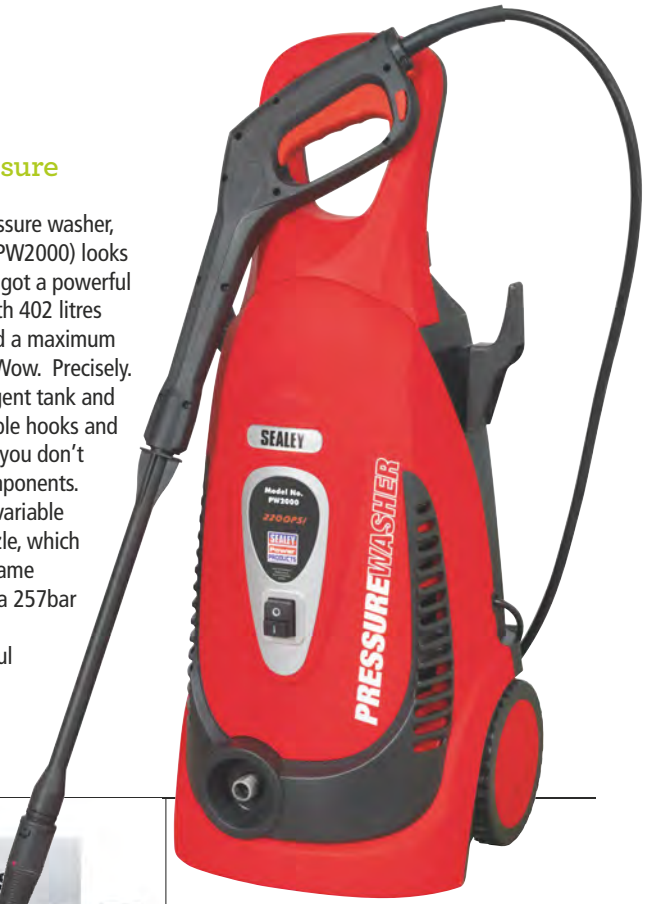


Meguiar's lambswool wash mitt, £11.99

As the man from Meguiar's told us, you don't use a sponge to clean a car. Instead, use a soft lambswool mitt to pamper your paintwork and lift grime out without damage. Safe for use on clear coats, and any other kind of paint **meguiars.co.uk**

Sealey 140bar pressure washer, £311.94

Every man cave needs a pressure washer, and this Sealey one (model PW2000) looks just about perfect to us. It's got a powerful 1,700W induction motor, with 402 litres per hour water flow rate and a maximum pressure output of 140bar. Wow. Precisely. Comes with a built-in detergent tank and fitted with two hose and cable hooks and accessory storage to ensure you don't lose any of the included components. Supplied with a 5m hose, a variable nozzle and a 'rotablast' nozzle, which is said to help develop the same effective cleaning power as a 257bar / 3,740psi pressure washer. Other less and more powerful models are available **sealey.co.uk**





Kleers Microfibre Mist Spray, £10

Designed for use after waxing and when paintwork is clean, this easy-to-apply spray is ideal for ensuring any unwanted marks such as road tar and bird doo doo are removed quickly. The spray does not contain silicone and is safe to use on all areas of your car, including windows. Perfect for a spruce up at indoor events **kleers.com**



Poorboys World car care sample kit no.5, £20.50

The four Poorboy's products included in this kit will take your vehicle from dirty to dramatically clean and shiny in a matter of minutes (okay, that depends how hard you work!). There is gear here for washing your vehicle, removing imperfections, deepening the gloss and then sealing in the shine. Try it out with these four ounce sample pots and we're sure you'll be back for more **limebug.net**

Meguiar's Grit Guard, £20

The last thing you want to see on your freshly cleaned paint is swirl marks. Help prevent this during the wash process by each time you dunk your wash mitt into the bucket to get more suds, rubbing it against the Grit Guard. This will help remove any dirt in the sponge and leave it at the bottom of the bucket. Supplied with a 13.5-litre bucket **meguiars.co.uk**





Sealey 800W variable speed polisher, £119.94

Featuring variable speed control from zero to 2,800rpm and a two level gear system that reduces output speed while still maintaining a high torque level, this electric polisher is perfect for bringing tired paintwork up to a fine shine. With its alloy head and composite motor housing, it's also up to 50% lighter than some polishers on the market. Comes with a 150mm hook-and-loop backing pad, polishing bonnet and side handle **sealey.co.uk**

Ultimate Wash & Wax, £18



If you're the sort who finds washing cars tedious, this is the perfect way to clean and shine your car in one hit. Meguiar's Ultimate Wash & Wax contains premium carnauba wax and synthetic polymers to provide protection and shine while you wash **meguiars.co.uk**

* All prices correct at the time of going to press









Make a stand.

If you are tired of constantly bending down, crouching or hitting your head, then we might just have the solution. OPUS is a stylish, practical and luxurious folding camper designed to look great, with or without a VW Camper. With 8 ft. ceilings and enough room to swing the proverbial cat, the spacious 6-berth OPUS is the ultimate VW accessory. So let's stand tall against bruised heads and aching knees once and for all.

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Readers' mail

Got something you want us, or the rest of the VW community, to know? Then this is the place for you. Email, tweet or send it snail mail and we'll share it here



URBAN BAY

LETTER OF THE MONTH
Wins these handy vouchers courtesy of Just Kampers

I thought I would send you a pic of a Bus spotted at a vehicle liquidation company in Littlerock, California (see Badassridez.net). The owner said it was built 11 years ago. Littlerock is a good hour's drive from Santa Clarita where I am staying. The company is mainly into American cars, although they had a few Dune Buggies. If I get a chance to go back, I will try and get some more info.
John Dolan, via email

That is indeed 'badass' John. We've seen similar before but, if anyone can shed any light on this one, we'd love to hear from you. – *JP*

BON VOYAGE

Hi James and all at *Camper&Bus*. As a recent convert to all things 'Bussy' I can tell you I'm really enjoying it. There is a great sense of family and a feeling of friendliness at the events, and people just seem to want to help and share. I've only done small overnights at a few shows here in England and one weekend in Wales but my biggest (and scariest) is to come in August when I have planned a father and son trip around France and maybe into Spain. I'm very nervous as I don't have any mechanical knowledge but, so long as we break down near a pub, we'll be fine! It was my birthday recently and my aunt gave me a model Bus to celebrate our trip, which is the reason for my email. I just wanted to say thanks Aunty June, I will take the model with us and I intend to take some photos of it in various places as we travel through France. That way, when I'm back at work the model can sit on my desk and will always remind me of my first European road trip with my dad.
Simon Vestry-Smythe, via email

Hi Simon, do us one favour and make sure you stick the Bus onto your dash because if there's one thing that's going to distract you it's a model Bus sliding from one side of your dash to the other! Your trip sounds great, and I'm sure you and your dad will have a wonderful time, but how about booking yourself onto a Bus Boot Camp at T2D before you go to gen up on some basic mechanical knowledge? And don't forget to send us some photos and a write-up of your trip so we can share them with our readers. – *CO'T*

PERMANENT MARKER

Hi, my name is Luke Rudden. I am a tattoo artist from Newquay, Cornwall, working at Atlantic Coast Tattoo. I am also a VW Beetle owner and fan! I recently designed a VW Camper design to see if anyone was interested in the idea and a good friend and client of mine, Billy Cousenz, came in and booked it straight away! Here is the a picture of the finished tattoo. I hope you can use it in your magazine. Many thanks,
Luke Rudden, via email



▼ We're sure the guys at T2D will be chuffed to see this!

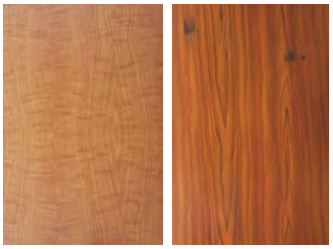
CLASSIC LAMINATES

I'm wondering if the kind folks in *Camper&Bus* can help me out. I'm Steve and I'm from Lincolnshire. [Sorry Steve, we can't do anything about that!-MP]. My wife and I bought an Early Bay Westy a few months ago and have been slowly restoring it back to its original state. We are lucky in that the interior is complete, but it is missing quite a lot of the laminate around the edges. Do you know where I can get some as we want to replace it with factory-spec laminate?
Steve Farmer, via email

*Hi Steve, I think we can point you in the right direction. Try a company called NLA VW Parts (No Longer Available VW). They stock laminate material for both Early and Late Bays for just this purpose. Check out their range at www.nlavw.com. And please drop us an email with some photos of the finished job as I'm sure other readers have the same problem and would be interested to see how you get on. – **CO'T***

SUPPLE SEALS?

Hi *Camper&Bus*, my name is Philip and I'm hoping you can help me and my Late Bay Westy, 'Geebag', out. I haven't had Geebag too long, but I have developed quite the bond and, as we come up to our first year anniversary



▲ Need a bit of replacement laminate for your Camper? Try www.nlavw.com

together, I have plans to have her fully restored in a few years, but for now I want to use her as much as possible. I have a trip to the Isle of Man planned for June and another to France in July. All going well, I'll get lots of weekends away too before the weather calls time for the winter. My only issue right now is that there is a smell of damp in Geebag. I know there is a leak or two, but it's trying to find them that is the problem. I can see the pop-top isn't closing tightly and there is water dripping onto my units, but I can't find the other leak, which is causing the cab floor to be wet, though when I close the driver's door I can hear water sloshing about, yet the window seals all seem sound. Geebag came in from Arizona last year and is rust free, so I'd like to keep her that way. Keep up the good work on your cool magazine.
Philip Redring, Basingstoke

Hi Philip, it's hard to diagnose a leak without seeing the Bus but, from what you have said, I suspect 'Geebag' has dry seals that may look sound, but have probably shrunk in the Arizona sun and no longer form a watertight seal. To check, press them and see if they feel supple. If, as we suspect, they are rock hard, they need replacing. With regards to the water sloshing about in the door, you need to act on that right away. Again, check the rubber scrapers along the bottom of the windows as I suspect these are long past their sell-by date. Spending a little money now will hopefully save you paying out for expensive rust repair later. – *CO'T*

GIRL'S GOT TASTE!

Hi *Camper&Bus*, I thought you might like to see that you're influencing the (much) younger generation with your magazine. Our daughter loves *Camper&Bus* as much as daddy does!
Rachel Burgis, via email

MARKING THE SPOT

Dear *C&B*, firstly, I love the magazine, and your show, too. Both give me great inspiration and advice, and it's the latter I am looking for now. I recently noticed my engine has a small leak. It's not a huge one, but I don't want to take any chances. I have been told that the gasket behind the rocker cover is leaking (I probably should have changed it when I did the tappets a few weeks earlier but it looked fine). I have since been told that you should never re-use a gasket. I don't know if this is true or not, but it was leaking so it had to be replaced. When I got home, I reversed Mavis onto some ramps and slid under to remove the rocker cover once more. If I'm honest, I couldn't tell the difference between the new and the old gasket but I changed it anyway.

About a week later, I took Mavis out and she marked her spot again while I was getting



▲ Start 'em young and they'll thank you for it when they're older. Honest!

petrol. And the oil seems to be coming from the rocker cover again, only this time it was the other side that was leaking. I drove home and ordered a new set online and fitted them the following weekend. Annoyingly, they haven't done the trick either as Mavis still marks her spot when she is warmed up. Can you please advise a retired company car driver who has never owned a VW before what to do. Kind regards,
Colin Walker, Surrey

Hi Colin, firstly, thanks for the kind words. As you are finding out, the simple jobs can often be the most irritating, but I have a feeling your problem may lie with the old gasket. Did you scrape off the remnants of the old gasket before fitting the new one? If any bits of old gasket are left behind, the sealing surface won't be smooth and you will never get a good seal. Unfortunately, this means doing the job again to check, but it'll be time well spent if it cures the leak. Good luck! – CO' *T*

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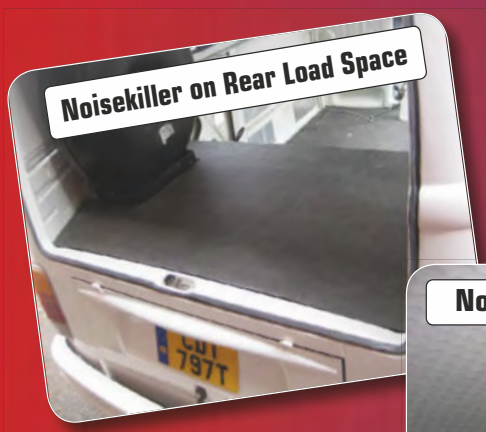
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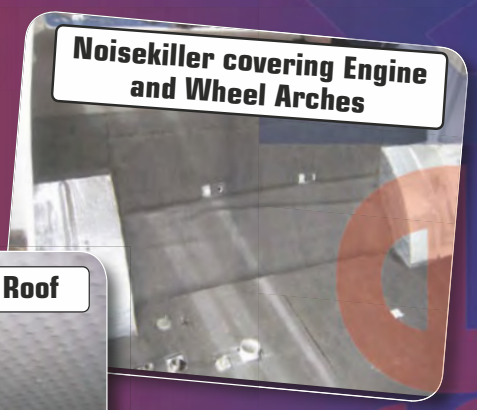
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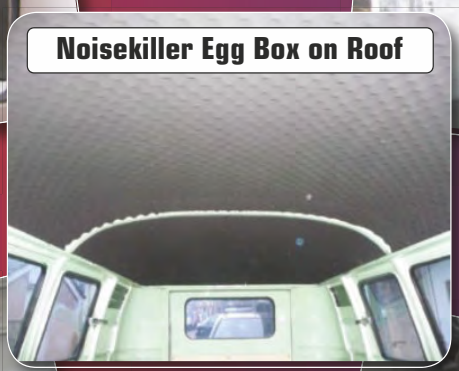
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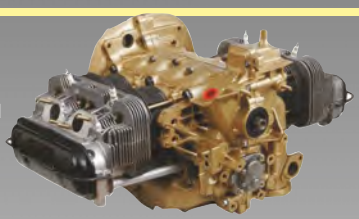
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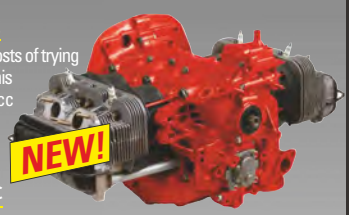
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Readers' rides

Your pride and joy is our delight to share, so here they are

VAN OF THE MONTH



'73 Bay Window, Leif Egil Solberg

Tell us about your Bus
It's a 1973 model VW Transporter, which we have called Der Blitz.

How long have you owned Der Blitz?
This Bus has been in my possession since 2011.

What was your Bus like when you first bought it?
When I first got it the 2-litre CU engine was worn out and used more oil than petrol. Not good. So, two years ago I enlisted the help of a friend to build me a 'Camper Special' with 40mm Weber carburetors.

What's it like to drive?
After some adjustments on the dyno, it generates 98.6bhp and 143 NM. It is perfect for such a big car. On the German Autobahns and small roads in the rural areas the oil temperature never exceeds 95 degrees centigrade.

What about body work?
I repainted the exterior, changing the colour from green to two old brown VW colours that we think are really nice.

Was it always a Camper?
No. Der Blitz was originally a Van, but I've had it registered as a five seat car instead

Tell us about the interior
The interior is from a Westfalia Helsinki, and I additionally modified it slightly with the help from a good friend to house the refrigerator. A girlfriend of a friend has made a copy of Westfalia hammock that our 3-year old son loves. He calls it the pirate hammock.

Have you been anywhere good?
We have been to Germany on vacation and visiting my in-laws, Sweden and Denmark (we're from Norway). Our two children, 9 months and 3 years of age, also really love it.

What's next?
I have always dreamt about being able to use the Bus much more than we've been able to. And now my good lady also wants to use it more. She thinks it's really nice to cruise around on narrow country roads.

Any plans to visit the UK?
I hope I get the opportunity one day! It looks incredibly nice with all the narrow roads and small villages. So maybe we'll meet out on the road one day?







’72 Bay Window, Simon Taylor









I have recently finished a resto. Having never restored or worked on a VW before, I did some research and yet still bought the first nail I saw, which turned out to be a wreck, but my father bought it for me and passed away two days later, so this project kind of had to work and it certainly kept me busy, very busy! I had so much free help and advice from fellow Dubbers and people off the street come and lend a hand as I restored it on the drive, and made the interior by hand with a pal! It would make my and my family’s day if you could help me do a write up on my Daisy as she was one hell of a wreck!



’91 Type 25 Syncro Kombi, James Withington





James Withington is completely new to Syncro ownership. He stood looking at the Syncro display at Vanfest in 2007, which was where the dream began, and the rest is history. Or rather, it’s the future. James imported his Syncro, an ex-German telecommunications vehicle, into the UK from Sweden in February 2014. It had been exported from Germany to Sweden by its previous owner, Georg Schroter. Georg spent over three years slowly transforming the Van into his ideal overlander, planning trips to Northern Africa. However, his house in Sweden required a new roof, and a second child on the go meant something had to go.

The UK registration finally came through in July 2014 and, prior to that, the Syncro was stored in a friend’s barn. It was while it was there that the name ‘Billy no plates’ was born.

James’ baptism into Syncro greenlaning took place in Devon, along with other Syncronauts, his only off-road venture so far, due to the fact the protection guards underneath are mostly missing, but that’s a matter that is currently in hand. “The Syncro is also my daily driver,” says James. “I can’t afford to have a toy vehicle as well. It has to be functional though, I’m not really interested in owning a show-winning vehicle. We use it for camping, to carry our dogs, and it’s going to get beaten up a little bit along the way. It’s also very much a work in progress. Since July 2014, I’ve begun to fit the interior from a Westfalia, fitted an MV Engineering intercooler and trashed a very good roof rack! The ignition will also be reverted back to electronic from the current mechanical set up.”

As well as the work on the Van outlined above, James has big plans for 2015, when he will be driving the Syncro to Europe and maybe even back over to Sweden to visit the vehicle’s previous owner.

SHOW US YOURS
Send us some pics and words about your ride to camperandbus@timeinc.com

'84 Type 25, Jeanine and Christian Giesen







Swiss optician, Christian, and his partner, Jeanine, have completed a huge makeover on the Type 25 they have owned for five years, completing most of the work themselves, other than the repaint, which was entrusted to a professional. Their Van was previously finished in red, but around 3,000 hours of work have gone into its transformation into the green and white special you see here. "That 3,000 hours doesn't include Jeanine's input, or the painter's time either!" explains Christian. "We have also now incorporated an Eberspächer heating system for comfort during cold evenings," points out Janine. "The fridge is powered from an external electric power source, so we also have a fridge box with a compressor between the seats in the front, ensuring we have cold beer all the time," laughs Christian.

"Everything underneath the Van is new, including the gearbox and clutch, as are all the plastic mouldings and exterior sections," continues Christian. Inside the Van, the furniture has a clean and fresh appeal, with white-surfaced worktops and cupboards, a chequerboard flooring, body board table and leather-trimmed swivelling captain's chair at the front. The exterior features chrome bumpers and stainless steel wheelarches that give a very different, 'blingy' aesthetic. There's no doubt the couple's Type 25 looks ultra sharp and is brimming with their own personal touches, but, "It also needs to be nice and practical, too," Jeanine points out. "While most of the major work is now completed, we still have a few things we want to do…"

'68 Early Bay Dormobile, Haseeb Iqbal

Hi *Camper&Bus*, this is my Campervan. It was originally my dad's and he bought it when it was just two years old. It has remained in the family ever since. The Bus was originally a Dormobile and has recently been fully restored, although sadly we lost the original roof in the process. It was a rush to get it ready as we were getting married on April 26 and had our honeymoon road trip booked to Barcelona. Fortunately, everything came together the Friday before the wedding, so the shakedown trip was driving through France into Spain! We love camping trips and hope the Bus will remain in the family for a long time.

Growing up in this Bus, it holds great importance to me, and the best trip we had was when my parents and I (age four at the time) went to Pakistan and back by road (we have plenty of photos available of the trip!).

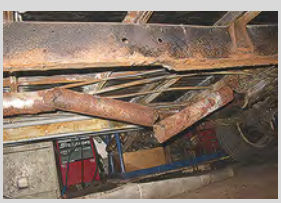
The attached photos show the amount and level of repair work the Bus required (blimey!-Ed). All the work was carried out by Dr. V Dub in Southsea.











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Inside job

Ask someone to name a famous Camper interior and chances are they'll say Devon. Here's why

Arguably the most famous UK Camper conversion specialist, Devon produced their first motorcaravan, the Caravette, in January 1958. The company came about when a VW dealership by the name of Lisburne Garages of Torquay teamed up with local cabinet makers JP White. In the years that followed the company produced a range of lovely, quintessentially English Campervan interiors, but we especially like how the brochure for the Mk3 Devon Caravette was marketed as "The answer for the gentleman of the road." Obviously written in the days before road rage became the norm.



▲ Above and below: the lesser seen Devonette, with a folding hob unit that attaches to the front bulkhead

▼ Basic but thoroughly functional. The Devonette was pitched as having all the advantages of an estate car, plus sleeping and dining facilities

▼ The year is 1982 and we're in a Devon Moonraker, hence the wood-effect, melamine-faced chipboard







SHOW US YOURS
Send us some pics and words about your ride to camperandbus@timeinc.com



▲ Believe it or not, this is a replica of a 1962 Devonette interior. Formica and mahogany to the fore and checked floor a must



▼ Door-mounted cupboards are a signature move on Split-era Devons. Very handy for dining *al fresco*



▲ Yes, that's a magazine rack and an ashtray. How very gentlemanly. There were no iPod docks or Play Stations in '62



▶ Before the days of 12V fridges, Devon's came with Osokool food storage cabinets. Cool, just not literally





▲ The splendid innards of a '72 Moonraker. Clear plastic planes in the pop-top create a nice, bright, airy feel. Note the dual pull-out roof bunks, too

▶ De-mountable cooking unit can be removed for outside use when the jolly old sun puts his jolly old hat on



▲ A mint, hinged, Formica-topped table, complete with side moulding strip always gets the Devon pervs' pulses racing

▶ Kitchen and washing facilities are housed in this unit running along the passenger side. It doesn't impact on sleeping space, as the cushion that lives above these shows (it's a pull-out high bed)



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High roller

There are Buses and then there are Buses. A ‘57 Deluxe falls firmly into the second category

Words *Gordie Woollacott* **Pics** *Laurens Parsons*





At just 16, Carlos Roberto Guzman's father, Roberto, bought him a 1963 Beetle. "When I got that first Bug, I couldn't afford to have it fixed, so I had to learn fast," recalls Carlos today. Now, at 46, Carlos – known as CRG to friends – will tell you he "can build anything, from 1945 to 1979, from the ground up!"

That's a bold statement, but the evidence is out there to back up the claim. Next time you're online, check out Bad Temper II, a race Beetle from the '80s that Carlos has faithfully restored. It's just one of many projects he's been involved with over the years but, when it comes to standard of finish, attention to detail and sheer money spent, it's unlikely he'll ever top this awesome '57 Deluxe.

Carlos: "I bought her in 2004. No, wait, I actually found her back in '94. She was just a 'shell with a lot of windows. I knew nothing about Buses back then. I was building a '49 Split Window Bug at the time and the guy wanted a lot of money, so I just walked away." For the next 10 years, his friends constantly gave him grief about not buying the early Samba.

But them, in 2004, one of those friend came up with something concrete. "So I get a 'phone call, 'Hey, Carlos, you'll never believe it, but the guy who was gonna sell you that Bus still has it!'" Carlos challenged his buddy: "Oh sure, get me his number and I'll give you $100." A couple of days later, Carlos received another 'phone call: "Hey, I got his number. You got my money?"

Unbelievably, the Bus was being stored literally five minutes' drive from Carlos' place. He arranged to see it that very night, and was told to bring a trailer. The deal was done quick as the guy was keen to sell. "I was never really a Bus guy," continues Carlos, but my buddies always told me how cool they were. I normally like fast VWs and convertibles, but I felt it was time for a Bus, and this one had found me."



▼ West Coast Classics interior was paid for five years in advance!



"We were literally being passed by bicycles. I thought to myself, 'I'm not having that'"

The vision from the start was for a stock ride, so Carlos set about gathering information regarding colours, options and details. "I like to express my knowledge of a car by what I do to it. So everything I bought was NOS because, you know, I take building cars very seriously."

Golden era

It's been said before, but we are in a golden era for locating rare and hard-to-find parts, and for Carlos the experience was no different. He hardly had to look beyond the .com after thesamba to blow the best part of $30,000 on parts. Not an engine, not a gearbox, not rare wheels, just various stock parts that he needed for the restoration. He even bought something from Everett Barnes, the guys who owns thesamba.com website. "Yeah, Everett's a great guy. He sold me the package tray behind the driver's seat," remembers Carlos.

If you remember earlier, Carlos said the Bus was "just a 'shell with a lot of windows" when he first went to see it, so the shopping list was long, although the saving grace was no replacement panels were required. "It did have the steering wheel," he laughs. "I think the only reason is because they couldn't get it off!"

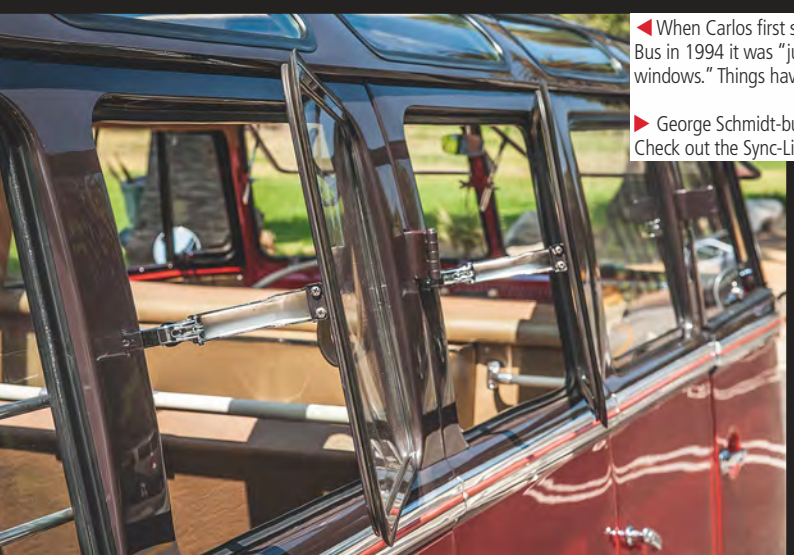
Deep into the buying spree, Carlos took a ride in friend, Henry Lewis', Bus. "This thing was bone stock. It had the original 1100 30-horse engine and we took it up the mountains. We were literally being passed by bicycles. I thought to myself, 'I'm not having that,' so I immediately started selling up the standard parts I'd collected and looking for uprated ones."

The change in direction also meant a change in fund requirements. Carlos sold his prized '49 Split Bug and cashed in some savings bonds, including his 401K (US retirement fund). "A buddy said to me recently, 'I'm gonna build a Bus like that.' I told him three things: don't be in a relationship; don't be afraid of spending money and, most importantly, have the money to spend!"

The restoration took a total of six years. "That







◀ When Carlos first stumbled across the Bus in 1994 it was "just a 'shell with lots of windows." Things have changed a bit, huh?

▶ George Schmidt-built 2180cc powerhouse. Check out the Sync-Link throttle cable system



"The restoration took six years... non-stop working, every weekend and almost every day"









was non-stop working, every weekend and almost every day. I was devoted to it. There were no breaks." And this wasn't in some fancy spacious workshop either, Carlos did most of the restoration in a small, rented workshop in Pasadena. "It was just 10ft by 24ft. I'd come home at night covered in oil, blood and sweat." Everything was checked, mocked up and then taken apart, either to be either painted or chromed. "I had Jesse Morales do the welding for me, and he went way beyond just helping me out. The Chestnut Brown and Sealing Wax Red paint was done at Bob Koch's place. I've been working part-time at Koch's ever since he saw a car I restored at a show 15 years ago and offered me a job. I didn't want to quit my day job as a printer, so he set me up on my days off."

As soon as the Bus was painted, it was time to cash in on an interior paid for five years previously. "I know nothing about doing interiors, so I had Lenny at West Coast Classics take care of everything. I paid him in advance because I knew it would be one of the last things to be bought, and I would probably have spent all my money by then," laughs Carlos.

When you hear Carlos has files inches thick on every car he's ever built, you can imagine how organised the collection of parts he'd acquired for the '57 was. "I had boxes everywhere full of parts, but everything was labelled and wrapped up. And, because I had mocked the whole Bus up prior to paint, the build up was pretty smooth."

Wagens roll

Wagenswest (www.wagenswest.com) supplied all the suspension, including a 4-inch narrowed beam with adjuster, dropped spindles and a pair of their dog leg spring plates, and come highly



◀ Roof lights and a full-length sunroof. In Bus terms, does it get any better?

▶ Come take a ride in CRG's rollercoaster, there's plenty to hold on to!



recommend by Carlos. Outside of these lie Porsche 944 drilled disc brakes all round with the rears modified by Russell at Old Speed to accept the highly desirable 7-inch wide Fuchs. "The front wheels are regular 4.5s from a '67 911, but the 7-inch rears come from a '67 911R. They actually weigh less than the deep sixes due to being made of a different material, and you could easily buy a nice used car for the price of them!" explains Carlos. After some experimentation, Carlos found that 195/65s were the widest tyre he could squeeze under the body with the sevens, while the fronts run 155/60s. Whilst researching the wheels, he posted on a Porsche forum. "I told them I was putting them on a VW Bus, and one guy said to me, 'You're putting those wheels on a vehicle that's designed like a breadbox and handles like a drunken milf?!"

As it goes, this particular drunken milf gets to

▲ If there's one thing you can say about aSamba, it's not lacking in all-round visibility!

▼ Take a look at this picture, then imagine you bought a bare 'shell and had to find all the missing trim parts. Gulp











the liquor store a bit quicker, thanks to George Schmidt of The Butcher's Shop in LA. "I just told him I wanted something that would work well as a weekend cruiser, but go hard when I want." George came up with a 2180cc Type 1 with re-worked 041 heads, an Engle VZ 25 cam and dual 45mm Dell'Ortos. "It's like a rollercoaster when full of friends and all the windows are open," says Carlos with a grin. A Rancho Freeway Flyer gearbox with 4.125 ring and pinion makes for relaxed top-end cruising.

Take a closer look at the carbs and you'll notice a 'Sync-Link' twin cable throttle system. "I was one of the first to run this kit. I fitted it myself and it means no more greasing or broken cables. People ask me how it feels, and the only way I can describe it is to roll up a magazine [not this one!-Ed] and press on it with your foot. That's the feeling, and it's super-responsive, too."

With the Bus done, it was deemed ready for a German Folks 'window'. "When they asked me, I had no problem putting the logo in the back window. It represents so much history. I did tell them I was going to make one change though..." Now usually the GFK window design is not up for change, but Carlos had the club painter – known only as 'The Pirate' – paint the logo on both sides of the window to disguise the brush strokes.

To put the icing on this most delicious Volkswagen cake, Carlos sourced a set of original 1956 California license plates with his initials and the last three digits of his father's birth year, 1939. With that, it was job done. And then some.

Thanks: My parents, Roberto and Anna, for putting up with me and cooking dinner for my kids, Robert Alexander and Andrew Dominic, when I wasn't around. Also to Bob Koch for everything.



◀ Growing up in LA and with many friends already Folks, it was only a matter of time before Carlos joined the party

▶ Details. Check the valve caps, the Porsche logo on the rim and the 944 discs nestled behind



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Ginn palace

Chris Ginn spotted a forlorn looking tin-top Westy for sale in 2008 and thought he'd take a punt. Five years and nine trophies later, he's one happy camper

Words *Matt Keene* **Pics** *Lyndon McNeil*

To the untrained eye, Chris Ginn's 1967-built Camper is just another nicely restored Bay Window with a mild lowering job. However, to give it a simple, cursory glance would be to do this Bus a grave injustice. I'm not going to get too technical here, but there are paint jobs and then there are paint jobs. In a nutshell, any professional automotive refinisher will tell you that a top-notch repaint is 95% preparation, and the balance is meted out in the application of the chosen hue. It's all about what's under the paint and those all-important panel gaps. On a top-notch job, opening panels need to have an equidistant gap around their periphery and sit flush with the panels either side, in all planes. As you might imagine, achieving this is no mean feat.

Under his skin

The journey for Chris began, like most VW folk, long before the purchase of this Bus. Chris has always been into Volkswagens and, many moons ago, owned a lovely 1303 Karmann Cabriolet. Getting married and starting a family meant he had to sell the Beetle for a deposit on a family home, but by then he had VWs well and truly under his skin. Chris: "I really missed my Cab after I sold it, and vowed one day to buy another Volkswagen to re-live my youth. I hankered for a Bus, but I thought my wife would say no, so started looking out for another convertible. However, the missus soon got wind of what I was up to, due to all the VW magazines arriving on our doorstep, and, to my surprise, suggested we buy a Camper instead. Her only proviso was that it should be a 1968 model – her year of birth."

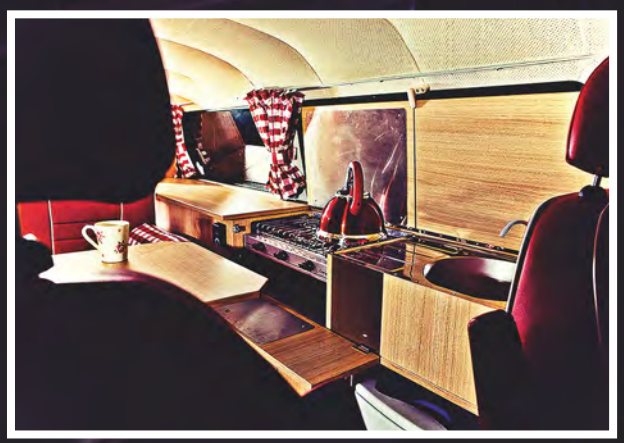
Being that Chris is in the motor trade, he knows a thing or two about cars, and in particular restoration. With a background including a four-year stint building rally cars and British Thundersport cars, working with the likes of Pentti Airikkala, Chris has a pretty watertight résumé and, when it came for him to take the helm of the family business, he was ready for the challenge. That business, Manchetts, is primarily a garage recovery and breakdown service covering Cambridgeshire and





▼ The original mustard colour Westfalia interior was incomplete and in poor shape, so Chris called Camper Shack for a custom ¾-width rock 'n' roll bed and low-level cabinet combo







Suffolk, but a subsidiary of the company includes an accident and repair service, including a restoration business that goes under the banner of Paterson's Bodyworks (tel. 01638 662006), in Newmarket, Suffolk. Suffice to say, Chris has all bases covered when it comes to bringing an old Volkswagen up to scratch.

So the search was on for a suitable candidate. Chris had set himself three goals with the project: it had to be a perfect weekend Camper for him and his wife to enjoy; it had to be capable of winning trophies; and he wanted it featured in this very magazine! Obviously, the fact you are reading this ticks one of the boxes, but what about the others? Well, I'll let Chris continue: "The search began in earnest early on in 2008 and culminated in the bargain basement section of Karmann Konnection. There I found an unloved, unregistered, 1968, US model, tin-top Westy that was missing many things, including an engine, lights, trim and some of its interior. However, to me it seemed a good project as I kind of wanted a blank canvas to work with and, most importantly, it wasn't too rusty."

Taking stock

A deal was struck and the Bus headed northwards to Paterson's Bodyworks. Once there, Chris stripped the Bus back to bare metal and had the shell sandblasted to ensure it was free of ferrous oxide. With the Bus devoid of paint and filler, Chris took stock of his purchase: "The Bus needed new rear corners, a battery tray, a passenger side sill, front doglegs and the passenger side cab floor section. However, what the bare metalling unearthed was some accident damage to the front panel caused by a spare wheel that was fitted to the front being whacked inwards at some point. This had pushed the a-pillars in at the bottom and out at the top, causing zero panel gap lower down and a 25mm door gap at the top."

Chris being Chris didn't baulk at the prospect of correcting the damage. His solution was to place the Bus in an automotive jig and pull it back into shape. The damaged front panel was then cut off the Bus and a new one welded on in its place. Now here's where the resto gets a little tasty, and where the also-rans would play chicken and run for the hills, for this is critical metalwork. Get just one tiny detail wrong, and you'll have uneven panel gaps and a windscreen that just won't fit. Happily though, Chris, with the help of Ron Crawshaw – a traditional panel beater – turned the job out perfectly. Now all that was left was to prep the shell for paint...

To give you some idea of how much time Chris and Ron spent aligning doors, tailgate, engine lid and the like, and then rubbing down, filling

"800 hours, just in the [bodywork] preparation"





▲ Chris built the 2110cc powerplant himself A CSP Python exhaust and external oil cooler with a thermostat finish the build off nicely





▼ Newton Commercial supplied the captain's chairs mounted on swivel bases, along with the matching door cards and kick panels



“147bhp and 160ft.lbs of torque on the rolling road”

small imperfections, priming and sanding, let’s throw some numbers in the air shall we? As it’s his business, Chris kept a detailed account of the hours spent, so he would be able to do an accurate estimate should anyone else want a Bus restored to a similar level at Paterson’s. Totting it up at the end, it came to 800 hours, just in the preparation! That’s 20 weeks of 9-to-5 to you and me. The upshot of the Bus’s metalwork being pin sharp though was it made laying the Old English White on top less of a chore for Paterson’s ace painter, Ashley Gibbon. And the finish you see here is straight out of the gun, with absolutely no wet flatting post-application.

The dirty bits

With the bodywork in better-than-factory condition, Chris turned his attention to the running gear. As he lives near Type 2 Detectives, he spoke to Paul Medhurst and ended up purchasing some 3-inch dropped spindles and coilover shocks for the front end and some drop spring plates for the rear. Whilst he was in purchasing mode, Chris also bought a set of Porsche 944 front brakes and later Bay rear brakes for their improved stopping power. Now I was a little puzzled as to why Chris would fit coilovers with dropped spindles, but the answer was simple – to be able to fine-tune the ride height should he ever need to. Chris rebuilt the Bus’ steering box himself and replaced all of the balljoints and track rod ends to ensure a precise feel at the wheel.

Turning his attention to the interior, Chris opted to replace the incomplete Westfalia interior with a bespoke set up from Camper Shack. This comprises a ¾-width rock ’n’ roll bed with a low-level kitchen unit with a double hob, fridge, grill and sink. Up front, Chris purchased a pair of captain’s chairs on swivel bases from Newton Commercial, along with a matching set of door cards. Newton also supplied the corresponding material for the rear seat, which was trimmed by Ian at P&M Taylor in Burwell, who also did the impeccable headlining.

Motivating Chris’ ride is a home-built 2110cc Type 1 engine with a forged 82mm crank, 044 cylinder heads with 40 and 35.5mm valves and a port and polish by Chris. With Weber 44 IDF carburettors and an Engle 110 camshaft, Chris has seen 147bhp and 160ft.lbs of torque on Peter Baldwin’s rolling road at Wilsher’s Garage in Cambridgeshire. Coupled to a ‘built’ gearbox from Pete at Cogbox, this Bus is now to be found happily cruising the fast lane on any given motorway, in perfect style.

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Boxer fresh

Paul Williams had a vision of what his dream Bus would be – Bay Window shaped, but Ferrari red and Subaru fast. All he needed was the right crew to bring his dream to life

Words *Mark Walker* **Pics** *Steve Sharp*



Paul Williams hails from Sheffield and is a self-confessed petrolhead. Having owned an example of most of the VW's water-cooled range of cars over the years, with the odd Subaru and superbike thrown into the mix, Paul finally decided to build his dream Bus. "I bought a 1970 Camper, but it was rotten, so I approached Steve Johnson for some advice and he ended up managing the whole build."

Steve, owner of Johnson Autoworks (www.johnsonautoworks.com), knows a thing or two about Buses, and has built a fair few in his professional career, as well as a good few before he worked on them for a living. Steve: "When Paul approached us, we sat down and discussed ideas. Paul had a firm idea of what he wanted, and we put our heads together to see what would work."

Whilst the aforementioned '70 wasn't a bad place to start, it could have been a lot better and, as Steve had a stripped later Bay in stock, a plan was hatched to use parts from both vehicles to build Paul what he wanted. Fortunately, the 'shell was sound where Paul's Bus was rusty, so large sections of it were used, including the entire sunroof section for the large Westy pop-top and the whole rear end of the Bus.

With all the body repairs and modifications done, the Bus was prepared and painted in Ferrari F40 red. "I've always loved the look of Ferraris, with their red paint and tan leather interiors, so this is the look I decided to go for," says Paul of his decision. With a freshly painted rolling



“The original Subaru [sump] met its demise on a speed bump on the school run”

’shell, Steve, Simon and the rest of the Johnson Autoworks team could steam into the rest of the build. First port of call was to sort the mechanical side of things, so the Bus was shipped out to VW Customs (tel. 07973 621149) to have the engine transplant work done.

The guys at VW Customs were tasked with fitting the normally aspirated, EJ20 Subaru engine. This was achieved using an R J Engineered Solutions (www.rjes.com) gearbox bellhousing, which enables the Subaru engine to mate straight to a late Bus gearbox. This, as you can imagine, was just the start of the trickery and modification work necessary to fit the Japanese boxer engine and, more importantly, make it work properly. Two areas that present problems with the swap are the ground clearance, or lack of, beneath the stock Subaru sump and exhaust. To sort the latter, a custom stainless steel exhaust was fitted, which is a little louder than the one on the Subaru the engine initially inhabited, but Paul doesn’t mind and says it all adds to the sporty driving experience. As someone who has always tried to farm out major wiring work to other people, I can’t even imagine the head scratching involved when combining the Subaru wiring and ECU with the original VW wiring loom, but that’s why specialists like VW Customs exist, so people like us don’t have to take this sort of work on.

Cool and rad

With the engine in and running, there was just the small matter of cooling to take care of. This now consists of a radiator positioned between the centre chassis rails, with ducting scooping in air from the front of the Bus. There are twin electric fans, with a thermo switch ensuring they come on in stages, keeping the now water-cooled Bay from running hot in traffic. A temperature gauge is a very necessary addition to this conversion.



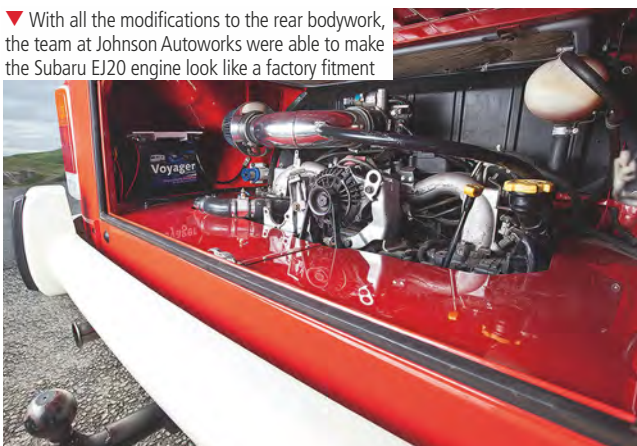
▲ Looking to Ferraris for inspiration, this classy Bay is wall-to-wall tan leather. Check out the upholstered dash and trick one-piece kick panel



▼ Porsche 'tombstone' seats are almost a *de rigueur* upgrade in Bays these days. Makes you wonder what the Porsche drivers are sitting on?



▼ With all the modifications to the rear bodywork, the team at Johnson Autoworks were able to make the Subaru EJ20 engine look like a factory fitment



▼ With only the highest quality materials used throughout, this looks like an awesome place to get away from a wet camping field



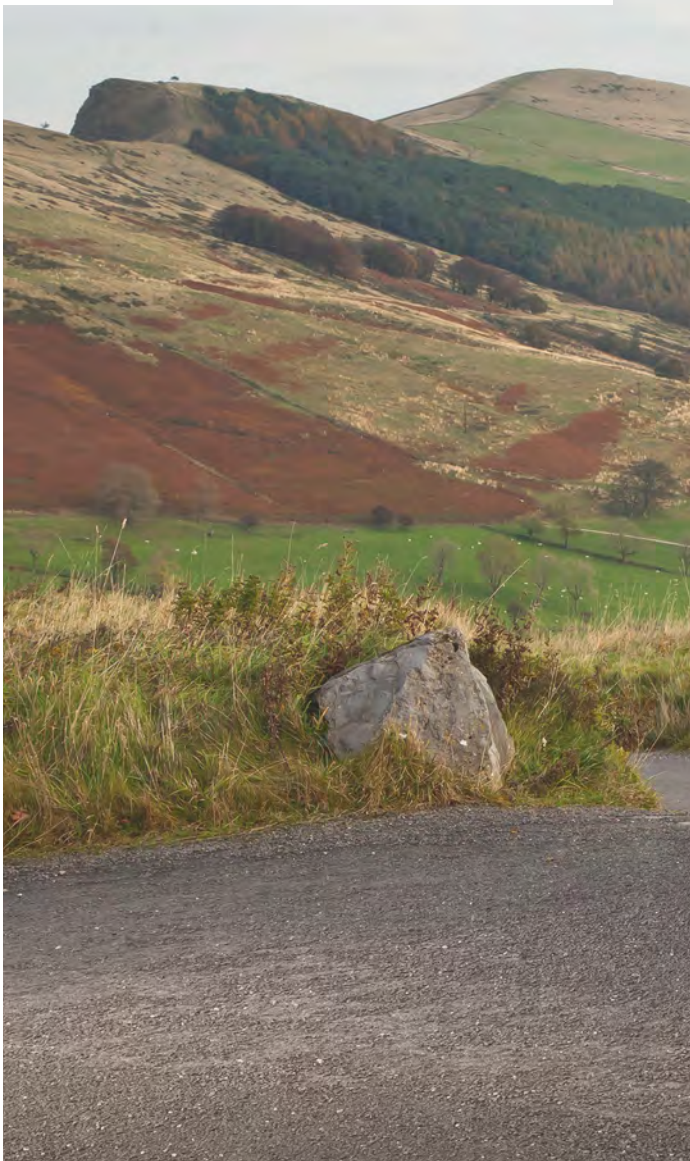




▲ "I kept trying to save money, but things like the leather and the curved cupboard just had to be done," said Paul

▼ Classic table storage arrangement and a glorious full-width, leather-clad rock 'n' roller





“It was a challenge getting the wheels to fit, but we love a challenge”

It took until a little later on in the development of the Bus for the sump issue to be sorted... and only after the original Subaru part met its demise on a speed bump on the school run, necessitating a shallower, replacement part from Fellows Speed Shop (www.fellowsspeedshop.com).

With the loud pedal side of things well and truly nailed, it was back to Johnson HQ for the stopping and handling to be uprated to suit. The front and rear brakes are custom vented discs from Ultimate Engineering (www.ultimate-engineering.co.uk), which have been machined for Chevy (5 x 4.75-inch) PCD and are paired with a servo. As anyone in the know will tell you, if you want to improve braking feel and reduce pedal effort, a brake servo is what you need, as the only noticeable improvement disc brakes on their own will make is to reduce fade on long downhill descents.

Handling has never been the Type 2’s strong point, but there are certain things you can do to improve it. Lowering the centre of gravity will make it less ‘tippy’ during cornering, and lowering by fitting adjusters in the front beam firms up the ride and gets rid of the wallowy factory handling. To this end, a pair of adjusters were welded into the front beam. Lowering the rear by turning the spring plates on the splines actually softens the rear ride, as you lose pre-load on the rear suspension, so gas adjustable shocks were fitted to firm it back up a little. As a very mild drop of less than one outer spline was needed, due to the Subaru engine hanging lower than the VW unit, Creative Engineering adjustable spring plates were used to effect this.

Super Sport

With all of this fitted, the wheels needed to be fitted before the final ride height could be dialled in. Rather than opt for the more usual 17-inch Fuchs or BRM replicas, Paul chose a set of Cragar Series 600B Super Sport wheels measuring in at 7 x 17 inches. Unsurprisingly, as these rims are designed primarily for use on American cars, they weren’t a straightforward buy. Steve: “We had to do a lot of measuring and checking offsets and back spacings before settling on the right sizes to order. In the end, we ordered a set meant for a front-wheel drive car as the offset was not quite as crazy. It was a challenge getting the wheels to fit, but we love a challenge.”

Now the Bus was sitting how Paul wanted, and had the mechanical upgrades he desired,



the time was right for an interior. This was a joint collaboration between Vaughan and Tim and Custom, Classic and Retro (www.customclassicretro.co.uk) and Barry 'Fingers' Copson (www.fingersfurniture.co.uk). Barry was responsible for making the cabinets out of Zebrano laminate, with an ivory worktop, while the rest was handled by the CCR boys.

Head banger

Paul didn't want a lot of cupboards, or a sink, and its associated holes in the floor for drainage, so a full-width rock 'n' roll bed was used and only one curved cabinet, which houses a Smev cooker and Waeco fridge. As this was planned to be a day / weekend Camper, Paul did want an island table, which can be stowed when the Bus is in motion under the 'head banger' cabinet above the bed.

It's the upholstery and details though where most of the time and expense went. Continuing with the Ferrari theme, the whole interior, including dashboard and front seats (purloined from a Porsche 924), were covered in tan biscuit leather for a plush finish. The one-piece front kick panel is a nice custom touch that cleans up the cab area nicely. As you would also see a lot of aluminium in a Ferrari, Paul sourced a selection of billet interior parts, along with a wood rim steering wheel from MCJ Products and a CSP shifter. With natural carpet throughout, and an exemplary level of fit and finish, the Bus just screams quality.

What you really want to know is what it's like to drive, right? Paul: "It's awesome. It pulls great and does exactly what I wanted it to do – keep up with 21st century traffic and accelerate uphill when fully loaded." Sounds like it's job done then.

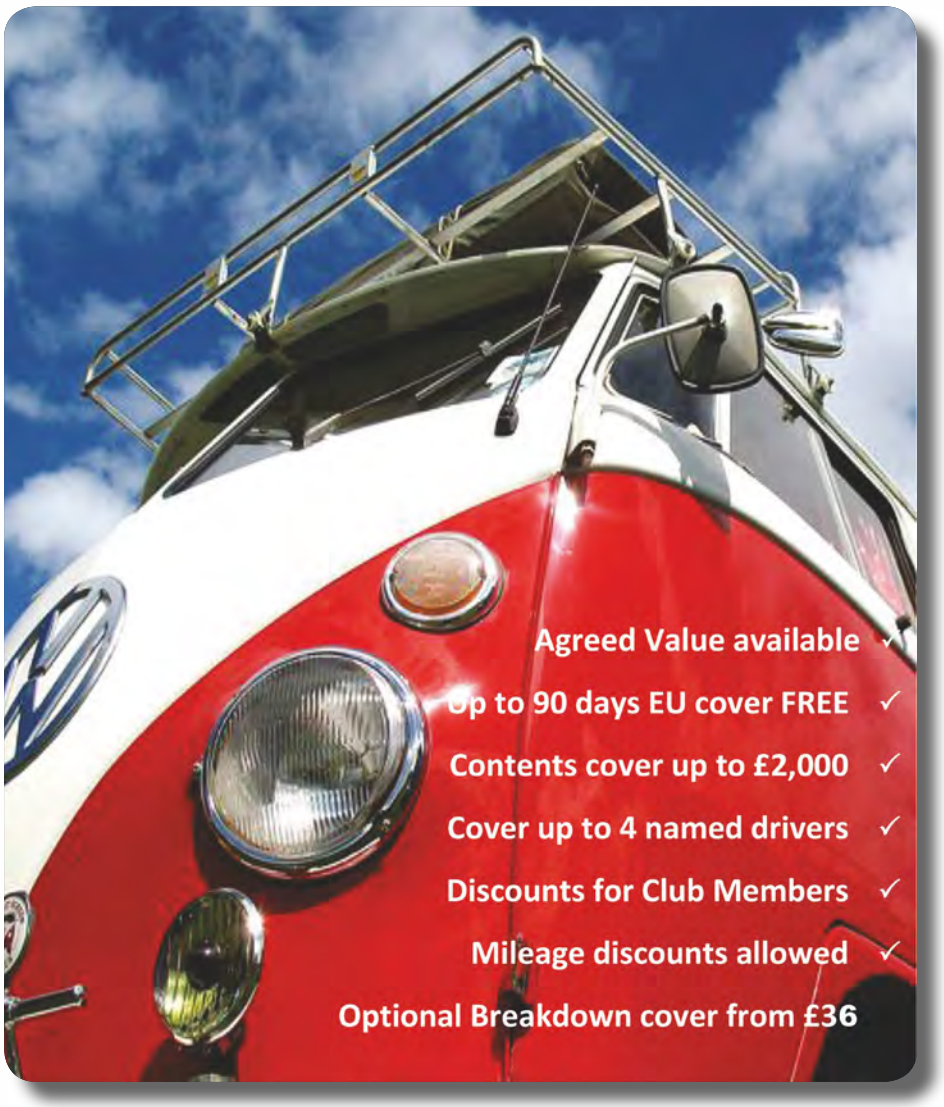
Thanks: Steve and the team at Johnson Autoworks, all the other specialists involved, and my wife, Sarah, for going along with the whole idea.



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VOLKS WORLD SHOW 2015

28th - 29th March
Sandown Park, Esher, Surrey

2015 SHOW PREVIEW

volksworldshow.com



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Meguiar's

CAROLE NASH
The care it deserves

VOLKS WORLD SHOW 2015
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volksworldshow.com
28th-29th March 2015

The VolksWorld Show

Since the doors closed on last year's show we have been working hard to ensure the 2015 show is our best one yet. We have all the ingredients in place, all we need is you lot to help us make sure 2015 is the most memorable in the shows history, I for one cannot wait for the doors to open.

2015 marks the 60th anniversary of the Karmann Ghia and we couldn't let this momentous occasion pass without celebrating it in style.

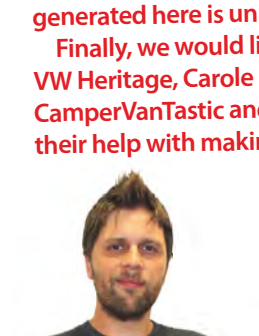
Show sponsors VW Heritage have managed to persuade the Karmann Museum in Germany to lend us three prototypes for the weekend and will be shipping them over especially.

Despite their rarity, these cars are not trailer queens, but are all in full working order. Maybe when no one's looking, we'll get the chance to have a quick spin around the block in the original 1953 Karmann Ghia prototype, the never-before-seen 1962 design study or the Type 34 Razor Edge fastback that, sadly, never made it past the prototype stage? Maybe not...

Original editor of VolksWorld, Keith Seume will be on hand to celebrate the 40th anniversary of Cal Look. Keith's forgotten more than most people know about this genre, and the display we're organising is guaranteed to delight fans of fast moving, nose down Beetles.

There isn't enough space to mention everything going on at the show, but please take a moment to visit the Cool Flo entertainment area. They're sure to have a great vibe going all weekend. Oh, and don't forget the club area, the atmosphere generated here is unique to The VolksWorld Show.

Finally, we would like to thank all the sponsors, VW Heritage, Carole Nash Insurance, Meguiar's, CamperVanTastic and Cool Flo Lifestyle Clothing for their help with making the show what it is.



James Peene - Group editor

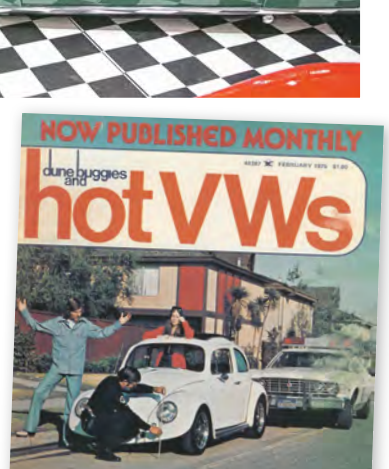
Show cars

It's the cars that are the stars and really make the show what it is. And what a selection of VWs we have for you to feast your eyes on this year. You can be assured that every car at the show will stop you in your tracks. Make sure you leave yourself enough time to properly check out the fine details put into these cars by the owners that makes each one special. Prepare to be amazed!



40 years of California Look

It's 40 years since Hot VWs first coined the phrase 'Californa Look'. To celebrate we have brought together some definitive examples of the original 70s style. Some of these cars have been featured in VolksWorld over the years, others have never been seen before. We also have Keith Seume, ex-VolksWorld editor and guru of all things Cal Look, at the show so, if you see him, make sure you say hello and get yourself along to his talk on the subject in the tech talk area. If you're a fan of the Cal Look, this is going to be a display not to be missed, with a great line up of cars and timeline story board from 1975 right up to present day.





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Club stands

Clubs and their unique collection of VWs and themed stands add a fantastic extra element to The VolksWorld Show. With hundreds of vehicles, from daily drivers to show winners, representing all facets of the VW community, there is sure to be something for everyone. They will all be backed on the Grandstand Apron by the sounds of DJ Krush and Far Farfisa performing from the back of a '67 Crew Cab on the Rothfink stand, while on the Red Brick Road entertainment will come from Cool Flo's bands and DJs. Both areas will be great places to pick up advice, hook up with old mates and make new friends throughout the weekend. For a list of all attending clubs, check out www.volksworld.com/clubs

Camping at the show is fun!



We have so much going on at The VolksWorld Show this year, why not bring the family and make a weekend of it? If you camp, you get the extra benefits of quick access to the show, use of the on-site café and bar all weekend (see web site for opening times) and entertainment in the bar on a Saturday night. This year we have also added a quiet camping area. Wi-fi is available in the cafe/bar which will be serving breakfast and food in the evening. If you don't fancy staying on site, you can take a five-minute walk and join thousands of other VW enthusiasts at one of the many bars and restaurants Esher town has to offer. Hot showers and plenty of toilets will also be available on site to make your stay as comfortable as possible. Remember you can now stay on Friday night at no extra cost.



WE CAN'T WAIT TO SEE...

We get a sneaky peek of the cars coming to the show, here are some of our picks we are very excited about seeing.



^ It's no secret I've flipped my whig over Ghias recently and what's not to love about Michel Jansen's Golde sunroof equipped stunner? The colour, the stance, the wheels, it's just bob on isn't it. I love it already! - *JAMES PEENE*

> From what we've seen, Neil Ellis' '58 rag top looks like it's going to be spot on. Great attention to detail through out, good colour, and a big motor. What's not to like? - *STEVE G*





^ Peter Emery's Veep is a real piece of work. On the surface it looks like a WW2 Willys Jeep, but underneath, it's pure VW. Madness, in the best possible way. - *MIKE PYE*

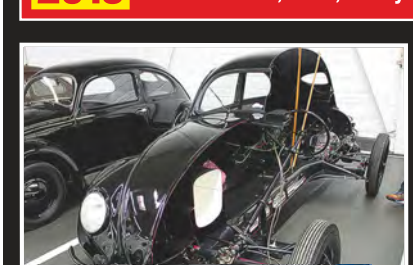


< I'm especially looking forward to seeing Dave Cole's 1963 sunroof Beetle. It has undergone a full restoration at the hands of Hayden at Panel Kraft, so you know the quality is going to be good. Everything about the details ticks a box for me; colour, interior, wheels, ride-height – I'm very much looking forward to seeing it in the metal. - *JON GILBERTO*

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1949 CUT-AWAY BEETLE

Now this is a real coup for us. This is the first time this 1949 factory-built demonstration Beetle has been seen at a British show. Taking hundreds of hours to prepare, this super early Split Beetle was meticulously dissected to enable you to really see how a Beetle works.

It'll be situated in the main foyer as you come in, so you won't be able to miss it. It's amazing. Thanks go to Volkswagen and VW Heritage for agreeing to loan us the car and arranging for it to be shipped and displayed at the show.



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HUGE VW CALIFORNIA DISPLAY

Part of the Summer Lawn this year is being allocated to a special display by the California Owners' Club. Hosted by CamperVanTastic, Britain's leading VW Camper hire company, the display will feature a range of VW's iconic modern-day Camper Vans. And we are sure their owners will be more than happy to talk to you about their personal experiences with VW's flagship Camper Van.

VWT COOL WATER AREA

VWt magazine will be sponsoring the Cool Water area on the Summer Lawn and it promises to be the best year yet, with more Type 25s, T4s and T5s on display than ever before. VWt magazine feature vans will be on show on the VWt stand, which will be manned by members of the team. Go have a chat, take out a subscription and stock up on any back issues you may have missed. The whole area will be a great place to hang out with like-minded individuals, to be inspired or just to pinch ideas for your own Transporter build.



Win a drive in the Danube Classic Road Rally



The show sees the launch of the VW Heritage / VolksWorld competition to win a drive in the Danube Classic Rally. This fantastic prize gives one lucky winner the chance to drive a classic rally Beetle in one of one most prestigious historic road rallys in the world. We will supply the historic rally-prepared Beetle, a German co-driver to help with the course notes, full mechanical back up, airport transfers to and from any UK airport and all accommodation. You can even bring your partner or friend to sit in the back of the car as you tackle the twists and turns of the roads in and around the Barvarian town of Ingolstadt. All you need do is make sure you hold a full driving licence and can make the rally dates, which are 18-20 June 2015. The car will be prepared at the show and situated in the Esher Hall, make sure you check out its progress over the weekend and watch Surrey Vinyl Wraps transfer its plain Jane looks into a super cool period look rally car.



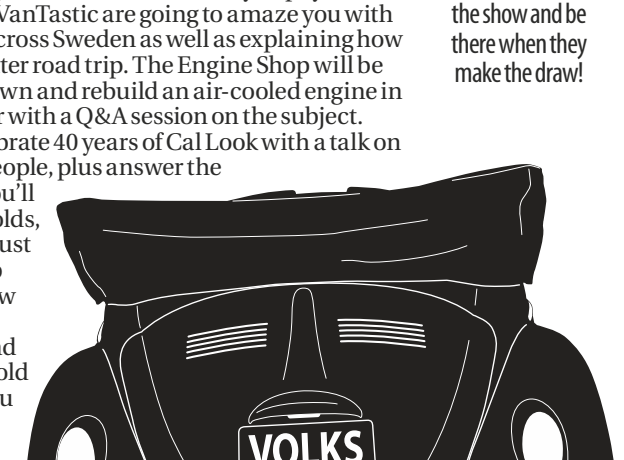
WIN CASH TO SPEND AT SHOW

CAROLE NASH
The care it deserves

To celebrate the launch of their new Camper Van policy which covers classic and modern campers, we've teamed up with show sponsors Carole Nash to give away £250, £150 or £100 cash each day to three lucky winners. You just need to spend it at the show and be there when they make the draw!

Tech Talks

If you want to learn something VW related, make sure you pay a visit to our Tech Talk area. CamperVanTastic are going to amaze you with a chilling tale of a frozen trip across Sweden as well as explaining how you prepare your Van for a winter road trip. The Engine Shop will be demonstrating how to strip down and rebuild an air-cooled engine in front of your very eyes together with a Q&A session on the subject. Keith Seume is helping us celebrate 40 years of Cal Look with a talk on the cars, the history and the people, plus answer the many questions we are sure you'll throw at him. And Mark Reynolds, MD of Just Kampers, who has just returned from a marathon trip across the USA in a Bay Window (which is at the show!), will be sharing his story of the high and low points of driving a 44 year old VW across the States. Plus if you are in the market to buy a T4 or T5, we have session giving advice on buying second hand and finally Mark Poulton is going to share his fountain of knowledge on the last 60 years of the Karmann Ghia from conception to the final production days.



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Karmann Ghia 60th anniversary

2015 marks the 60th anniversary of the Karmann Ghia and we could not let the milestone pass without celebrating in style. Show sponsors, VW Heritage, have managed to persuade the Karmann Museum in Germany to part with three prototypes for the duration of the event, and will be shipping them over especially for The VolksWorld Show. They look great in the pictures, but we are told they are even better in the flesh and are some of the cars we are most looking forward to putting on display. Despite their rarity, these cars are not trailer queens, and every so often are taken out of the museum for a drive around the streets of Osnabrück! Joining them in the special Ghia display will be what we believe to be the only Brazilian-made Karmann Ghia TC in the UK so, if you've only ever seen pictures of these, now is your chance to see them for real. As an added bonus we will be giving away limited edition reproduction copies of an original Karmann brochure.



Subscribe and save

Why not save money and subscribe at the show? We will have killer deals on all our magazines, including a free limited edition hoodie when you subscribe. Offers are running all weekend on VolksWorld, Camper&Bus and VWt magazines. Visit our stands inside and out as soon as you arrive and see what's on offer.



A WORD FROM OUR SPONSORS

Win big with VW Heritage

As lifelong supporters of the show, VW Heritage are pleased to be a headline sponsor at The VolksWorld Show for the very first time. In celebration we will again be offering show goers the chance to win their order; with 3 draws each day and a potential £6,000 worth of parts up for grabs over the weekend. Come along and chat to us about your projects, pick up some advice on the next job to tackle, or grab a new catalogue and a free sticker while you enjoy the show. In particular, check out the Karmann Ghia display, David, VW Heritage founder, managed to source these cars for the show, he's pretty good at asking nicely...

Save yourself some money

Carole Nash, one of the country's leading specialist classic car insurance brokers, is delighted to be sponsoring The VolksWorld Show in 2015. With free agreed value, salvage retention rights and up to 15% discount if you are a member of a VW club, Carole Nash is the place to get your cherished VW insured. Make sure you pay us a visit on the VolksWorld stand or to get an instant quote visit www.cherished.carolenash.com

Campers for hire

We are Britain's largest VW Campervan hire company and have everything you'll need for a great VW weekend away. Based in London, we have the largest fleet of VW California Campervans for hire in the UK, all fully equipped for your adventures in the UK and Europe. We will be launching our 2015 fleet of T5 Californias and Caddy Maxi Lifes at the show, so make sure you check them out as you will be amazed just how luxurious these VWs are, and what clever features they come with. 2015 also sees us take extra space on the Summer Lawn for a display of Khyam tents and awnings so, if you are looking to 'up-size' your Camper, this is the place to find out which is the awning for you. If you can't wait until the show, look at www.campervantastic.com now to start your adventure.

Caring for your VW

Entering our second decade of sponsorship of The VolksWorld Show, Meguiar's surface care products is the brand of choice for serious car enthusiasts worldwide and we have a product to restore and enhance every possible surface on your VW, whatever the type or model. If you want advice on cleaning, polishing, detailing or otherwise pampering your VW we are the guys to talk to, so be sure to pay our stand a visit to discuss the best car care products around. See www.meguiars.co.uk for full details of our extensive product range.

Cool Flo Lifestyle Co.

We're bringing a great mixture of entertainment to the show situated in and around the Red Brick Road, plus we have stands inside and out selling our unique range of high quality clothing and merchandise. Cool Flo Lifestyle Co. produce a huge range of tees, hoodies and accessories for men, women and children who love to live life on the move. We will be launching our exciting 2015 collection at the show, all of which comes with the official Cool Flo Lifestyle Co. logo, a sure sign of quality. If you can't wait until the show to see it, check out the website now at www.coolflovintage.com

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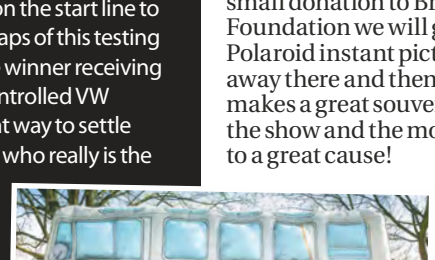
KIDS' ZONE

We pride ourselves at The VolksWorld Show in keeping your little ones entertained, as well as you, and the kids zone is a safe place for the littl'uns to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, party games, films, colouring competitions, Easter craft activities, Punch and Judy shows, slot car racing, Playstation pods, plus a host of other activities, including a special guest appearance by Van Man. Outside, a giant VW bouncy Bus will be open all weekend and free for the kids to enjoy.



Please note, although the kids zone is supervised at all times by childcare professionals, the area is not a crèche and all children must be under the charge of a parent or guardian at all times.

We also have Racing Campers, a great activity for the whole family. Complete your touch-screen registration, collect your personalised photo race licence and join seven others on the start line to compete over several laps of this testing course, with every race winner receiving a prize. These radio-controlled VW Campervans are a great way to settle the old argument as to who really is the best driver and, with scale speeds to rival those of Formula 1 cars, you really need your wits about you to win. It's free to play, so there's no excuse not to get involved.





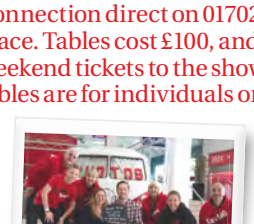
VWs for sale

If you are looking to buy a VW, our dedicated cars for sale area in the front car park is the place to head. It's where buyers and sellers are brought together, and where a large number of VWs change hands over the course of the weekend. If you are selling a vehicle, just turn up on the day at the main gate and you will be directed where to park. If you are buying, remember you can insure your new purchase immediately through our show sponsors, Carole Nash, situated on the VolksWorld stand in the Surrey Hall. And while you are inside, make sure you check out the cars for sale wall in the main foyer, which we'll update throughout the weekend. For more information, go to www.volksworld.com/vwsforsale

KK Swapmeet

The Karmann Konnection indoor swapmeet is always one of the highlights of the show, with over 100 tables selling thousands of hard-to-find VW parts and related memorabilia from all over Europe. So, if you have VW parts cluttering up your garage and wish to make yourself some extra cash whilst helping out a fellow VW enthusiast, contact Karmann Konnection direct on 01702 340613 to book your place. Tables cost £100, and the price includes two weekend tickets to the show. Please note, swapmeet tables are for individuals only, no trade allowed.



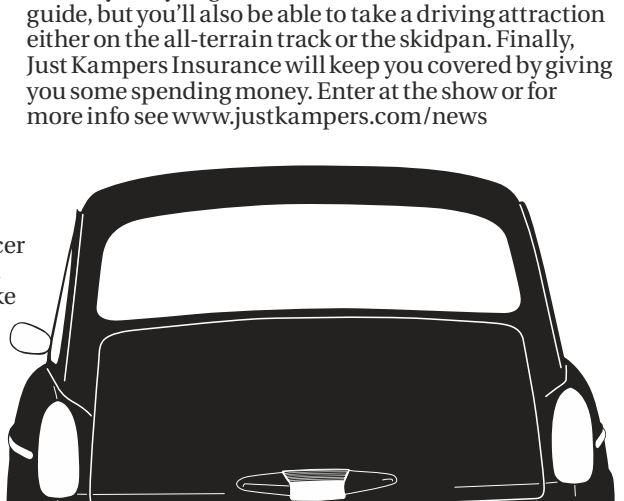


Photobooth Camper

If you come to the show make sure you have your picture taken in the back of our Split Screen Camper Van and for a small donation to Brad's Cancer Foundation we will give you a Polaroid instant picture to take away there and then. It makes a great souvenir of the show and the money goes to a great cause!

WIN a trip to the home of VW

Just Kampers and Autostadt have teamed up to offer a fabulous VIP, expenses paid trip for two to the home of VW, Wolfsburg. Just Kampers is taking care of the flights and two nights at one of the best hotels in Wolfsburg. Not only will you get the VIP treatment with a museum guide, but you'll also be able to take a driving attraction either on the all-terrain track or the skidpan. Finally, Just Kampers Insurance will keep you covered by giving you some spending money. Enter at the show or for more info see www.justkampers.com/news



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Trade stands

With over 100 trade stands situated inside and out, The VolksWorld Show is the biggest and best place to buy parts for your Volkswagen. We're sure you will find what you are looking for and, with hundreds of show-only deals, it's an opportunity too good to miss. If you need something in particular, why not ring in advance and collect on the day, especially useful if you are ordering parts from abroad. A full list of traders that will be there can be found at www.volksworld.com/traders





Meguiar's car park show 'n' shine

If you come to the show, make sure you give your vehicle a polish before you set off because, in conjunction with Meguiar's, we will be awarding trophies for Best Bus, Best Air-Cooled VW and Best Water-Cooled Transporter in the car park on each day of the show. It's open to anybody that does not have a car inside the main halls, so that's all you club guys, Vans in the Cool Water area and all the Bugs, Buses, Type 3s, Buggies, Ghias and Vans in the main car parks. No need to enter or park in a special place, our judges will find you...

Upsizing your Camper Van

CAMPERVANTASTIC
LUXURY HIRE · ONLINE STORE
www.campervantastic.com

A simple way to get even more enjoyment from your next road trip is to get a new awning. CamperVanTastic is putting on a display of the 2015 Khyam range of tents and awnings so you can see up close how much extra outside space you can have. Khyam awnings are renown for easy and quick set up plus if you choose a drive-away version, are perfect for saving your pitch giving you the freedom only a Camper brings.





COOL FLO ARENA

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Cool Flo
Lifestyle Clothing Co

The Cool Flo arena situated just outside the Surrey Hall is the centre of the entertainment at this year's show. Here are just some of the highlights:

BMX ramp. The Cool Flo Riderz put on an electric mix of skate and BMX demonstrations running all weekend. **DJs.** We've got some really cool DJs lined up for the weekend, including London-based Mark Jordan, expect to hear funk and rare grooves, old school hip hop, and classic and soulful house, with some real upfront exclusives thrown in, too. **Live music.** Jessie's Ghost, a five-piece acoustic folk-pop band will be playing a mix of original tracks, along with a variety of popular cover versions. Groove Cartel will be playing their own brand of heavy, hard-hitting funk, with tunes ranging from beefed-up classics to original compositions.





Breakdancing. The Cool Flo Dirty 30s Crew, were the first generation Bboys and Bgirls to compete in the UK, will be taking you back to the 80s with some head spinning moves. **Old school BMX.** There will be a fine display of old school BMXs from the 1980s, including freestyle bikes from Haro, Torker, Skyway and many more. **Cajón drum workshops.** If you've ever wanted to play the drums or bongos, get yourself into one of the Cajón workshops. **Car displays.** Invited cars and clubs in this area include the German Cal Look club, DFL, who will be helping to celebrate the 40th anniversary of California Look. There will also be the well-known Serial Kombi Hi-top race Split, which will be showing off its new look for the first time, alongside displays from the UK's two premier Resto Cal clubs, Rebel Alliance and Restowagen, who are guaranteed to put together a great display of ground-scraping rides. Alongside all of this, Cool Flo have organised a further special display, so there will be plenty of precious metal eye candy to enjoy.



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Sandown Park, Esher, Surrey

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28th-29th March 2015

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SHOW INFO

OPENING TIMES: The show opens at 10.00am on both days and closes at 17.00 Saturday and 16.30 on Sunday.

CAMPING TIMES: The camping area is available from 15.00 on Friday and closes at 18.00 on Sunday, access is 24hr during those times.

Dogs: Due to the venue's restrictions, no dogs are allowed within the show area. They are allowed in the front car park, but must not be left unattended in cars.

CLOCKS CHANGING: Don't forget! We all lose an hours sleep on Sunday as the clocks move forward, sorry!!

HOW TO FIND US



BY ROAD: From London, take the A3 and follow the brown venue signs to Sandown Park.Alternatively, from the M25 exit at Junction 10 and follow the A3 towards London, then exit onto the A307 and follow the brown venue signs. The Portsmouth Road car park is off the A307, Esher High Street, directly in front of the main entrance. The postcode for your sat nav is KT10 9AJ

PARKING: There is over 2000 free car parking spaces on site. Overflow parking is available close by the venue and in the town car parks. If on site car parking is full you will be directed on arrival to the nearest available parking area.

BY TRAIN: Trains to Esher station for Sandown Park run from London Waterloo and Clapham Junction approximately every 20 minutes and the journey time is 25 minutes. The station is one mile from Sandown Park.



TICKET PRICES

Ticket Type	Price on the day	Price in advance	SAVING! (COMPARED TO ON DAY SINGLE TICKET PRICE)
DAY Adult	£16	£12	25%
DAY Child/OAP	£4.50	£3.40	25%
WEEKEND Adult	Only available in advance	£18	NA
WEEKEND Child / OAP	Only available in advance	£6.50	NA
FAMILY WEEKEND (2 adults, 3 children aged 5-15)	Only available in advance	£38	NA
FAMILY SATURDAY (2 adults, 3 children aged 5-15)	£36	£27	25%
FAMILY SUNDAY (2 adults, 3 children aged 5-15)	£36	£27	25%
CAMPING (per plot)	Only available in advance	£27	NA

*CHILDREN UNDER 5 ARE FREE

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With over 34 years experience, we have all the VW kit you need.

We manufacture replacement interior trim of the highest quality for many of Wolfsburg's finest; rear or front engine, air or water cooled, customised or OEM, we offer colours and styles to suit all tastes. We are the one-stop interior shop for refitting your vehicle, with reclining seats, covers, carpeting, interior panels and head linings among just a few of the most popular items in a large and expanding range, all hand-made in our Suffolk factory for the VW scene.

For more information call **01728 832 880** or visit **www.newtoncomm.co.uk**

NEWTON
COMMERCIAL
classic car interior trim

Brangelina jolly

Peggy is the newest member to join the family at Walton's Mountain

Words *Ivan McCutheon* **Pics** *Steve Sharp*

There's something quite special about the Waltons from Longridge, Lancashire. The family revolves around parents, Brad and Angela, and a quartet of now grown-up sons and daughters, Oliver, Georgia, Chelsea and Hayley. Then there's the extended family of Betsy, Billy and Peggy. To put you in the picture, the last three are the family's Volkswagens. Betsy is a yellow New Beetle, Billy is a red 1970-based Beach Buggy and Peggy is the 1966 Split Screen Camper you see here.

Brad recently turned 53 but if ever the phrase age is just a number was apt it's here as, by his own admission, he's never grown up and it's probably too late now. Brad is not just mad about VWs, but anything with an engine that tickles his fancy. He's into custom cars, lead sleds, choppers, 1970's two-stoke motorbikes and Raleigh Choppers. You'll also often find him buying old toy VWs from eBay, and this is just another reason for him to celebrate with a pint of beer. Between you and me, anything is reason to celebrate with a pint to Brad.

Devon to Cornwall

Although Peggy only joined the fold last year, Brad and Angela have owned a Split Screen Camper before. That was in 1987, and it was an early Devon conversion. They used the Camper to head off on family





▲ Professional-looking interior is based around a Vanwurks Split Classic DIY kit



▲ Behind the curved door is a swing-out shelf





holidays to places like Cornwall, and the fond memories stayed with them. It was this, along with a long-term passion for VWs, that was behind the purchase of the Camper they now call Peggy.

The Camper left the Westfalia factory in 1966 as a US spec SO42, and was sold new in Texas. From what we are told, the Westy travelled all over America before it eventually made its way to the UK and was purchased by a 35-year old British Airways pilot by the name of Chris Parsons in October 2011. Looking back, Chris explains: "We wanted to head off through France and Spain in early June of 2012, so I only gave myself about six months for the restoration. Getting everything planned, built and fitted in that time was a push. It didn't help that I was working in a barn so it was too cold to do anything until about March either."

Flying high

It certainly sounds like he set himself a real challenge, but having previously built a Porsche Speedster replica and restored an MG Roadster, it's fair to say he has the skill set required. Equally, as he pilots Boeing 777s, he has quite a bit of free time between flights, so was able to spend blocks of time on this project. "I wanted to achieve an original look, but with modern features to enable the Camper to be used comfortably," Chris continues. "The exterior is pretty much unchanged from original, although it now has chrome bumpers. Likewise, the 1493cc engine was left standard. But when I got it the interior was beyond repair, so I fitted a new Vanwurks interior. It's really good quality and meant we could have the modern features we wanted: gas hob, sink, fridge, toilet and loads of storage, but in something that retained the Bus' original feel. I also added 240V capability and modern lighting." We can certainly appreciate where Chris is coming from, as the interior looks amazing.








“A thoroughly contemporary design
[with] a lovely retro feel about it”



▲ Interior trim looks lovely, thanks to Keith Reynolds' trim

The Vanwurks (www.vanwurks.co.uk) interior consists of a kitchen unit with twin-burner gas hob with Piezo ignition and flush fitting, easy-to-clean glass lid, a stainless steel sink with single fold-away cold water tap and another glass lid. There's a curved aluminium storage compartment with a 10-litre water container with immersion pump located behind storage cupboards, a towel rail and cutlery drawer. The furniture includes space for a Waeco 48-litre compressor fridge and has a cupboard next to the rear wheelarch for clothes storage in the top and gas bottle storage beneath. There's also a wardrobe with a main compartment with mid-shelf, as well as side and rear storage pockets and an overhead storage locker, complete with brackets for carrying the table top when not in use.

Although the Vanwurks' Split Classic is a thoroughly contemporary design, it has a lovely retro feel about it. The kit costs from £2,245 (not including the Waeco fridge) and comes pre-assembled in four easy-to-install modules and with all the necessary fixtures, fittings and connections. In short, it's the complete package.

One of the elements Chris wanted to add when he carried out the conversion was the plywood headlining, as he felt it would give a more original feel. However, as he was keen to point out, it wasn't the easiest task. "The headliner was definitely one of the hardest parts of the whole conversion. Hidden behind the panelling is modern sound damping and insulation, which I added so the Camper would be really comfortable to stay in. Although I reconstructed the SO42-style ply ceiling, I also added LED lighting into it to make the Camper lighter inside."

Best quality

The bed, cab seats and door cards were all trimmed by Keith Reynolds in Swadlincote, Derbyshire. Chris also restored the turret-top roof. It's clear


“The headliner was definitely one of the hardest parts of the whole conversion ”



this was a no expense spared renovation of the interior, with best quality materials and furnishings used throughout. Oh, and finally, we have to mention the curtains, which were all hand made by Chris' fiancée, Carly Southern.

Having completed the transformation in four months, Chris and Carly set off on their European road trip, covering over 2,000 miles through Belgium, Luxembourg, France and Switzerland, along the lower edge of the Alps, and then back home, via the Somme and Vimy Ridge. This was followed by a second road trip to the West coast of France from St. Malo, down through Brittany, Bordeaux and on to Biarritz, before crossing the border into Spain, ending up at Santander.

Moving to California

Having completed two monster road trips, Chris and Carly decided they wanted to travel further afield, but decided a T5 California would make a better long-distance Camper. This is how the '66 came to be put up for sale, and how Brad and Angela came to own it. Since buying it, the couple have had a new engine fitted and are now in the process of updating it with a Red 9 Design double wishbone front suspension with coilover shocks and rack and pinion steering.

While they may not have been on any such major road trips in Peggy yet, the Waltons have been using her to head off on holidays and to VW events around the country. Seems she's taken immediately to life at the Walton's Mountain but then, having heard what life is like there, we're hardly surprised. At this point we reckon Brad will be celebrating with a pint.



▼ Nothing fancy needed, a 1600 twin port does the trick

Stand by your van...

Brad and Angela have owned a Split Screen Camper before, in the late '80s, and always vowed to buy one again when the time was right. They picked up the '66 they now call Peggy at the start of last summer and have been enjoying trips away in it ever since. Brad intends to make some suspension upgrades, but doesn't intend to grow up!



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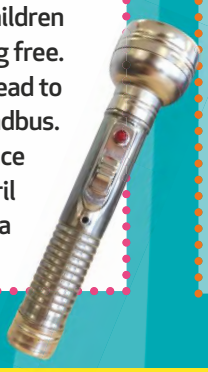
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An advance weekend ticket costs £39, with children 16 and under going free. To book tickets, head to www.vwcamperandbus.com. Order advance tickets before April 7 you and receive a free retro torch!



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We're lining up the perfect mix of music to soundtrack your medieval moment. This doesn't mean banging techno that will leave your ears ringing, but a great selection that will get everyone from the tiniest tots to the most glamorous grans up on their feet

Dogs

You're furry friends are more than welcome at the show, after all they're the bravest little dragons to have by your side for the weekend. Train them up so they can compete in our dog agility test, or dress them up for the best dressed dog competition

The Vans are the stars

Yes, you can all be the hero in your own fairy tale this weekend, but the real stars of the show are the VW Transporters, in all their guises, plus the air-cooled Beetle of course. With a show 'n' shine, club displays and some special crown jewels too, your starring role will be stolen from you with one swipe. If you're coming to the show, check out the website to find out how your Van can participate in the action

Book now: www.vwcamperandbus.com/show



▲ Slow and steady good buddy, it's the only way to travel



Costa bravo!

One ferry crossing from hell, no itinerary, two children and 4,065kms in a lowered Split

Words and pics *Fern and Matt Clarke*













▲ I'll stay and guard the tent!

After owning 'Franc' for 10 years, one wedding, two children and one rolling restoration (done by Matt and Fern's dad), we decided it was long overdue a proper road trip. With Pixie-Lou (2½) and Noah (4½) in tow, we thought we would set out to find beautiful beaches and have a real beach holiday.

Having gone down the usual list – Cornwall, weather. Wales, weather! We decided to jump in at the deep end and head off to Spain, and set aside three weeks for the trip. First things first, we needed to get there. Pricing up the ferry from Poole to Santander was an eye-watering affair, coming in at £800 return. So we decided to opt for the budget LD Lines ferry instead. We had a sleeper (inside) cabin and all the comforts of home, with the Bay of Biscay thrown in for good measure.

So, with the ferry booked and departure date looming, Franc was sent to our local mechanic, Raymundo, for a full service, including a new starter motor and ignition block. Thinking we could to nothing more to secure a smooth journey we hit the road, popping a few anti-sea sickness pills before leaving home at 10am. The initial journey down to Poole was uneventful and, before we knew it, Franc was in line ready to board the ferry. After an unexplained two-hour wait, we were able to board the boat, which was about as exciting as it got for the next 24 hours. As none of us had our sea legs with us, we got to our cabin and stayed there, horizontal, for pretty much the whole journey. Matt and I both woke in the night to crazy, turbulent motions, which we guessed must have been the notorious Bay of Biscay (it's not a cliché, it really is hideous!), and when the morning came round we all felt very poorly and still had a whole day at sea ahead of us.







◀ Wrong turn, right picture!

▶ Tossa De Mar, a pebbly paradise



Heading south

Arriving in Santander at 7pm, we had never been so pleased to see dry land. We were swiftly off the ferry, through passport control and heading east on the A8 out of Bilbao, before turning south on the AP68 up through the hills to try and find a campsite for the night. We found a lovely little site called Camping El Roble Verde around 10pm and, despite turning up unannounced, it didn't seem to faze the young couple who saw us arrive and opened up reception to book us in. We stretched our legs, had a nice cold beer and made space in the Bus for everyone to get some sleep. Our first night's sleep in the Camper. We all slept soundly and woke at 8am ready to hit the road again. The journey to Costa Brava continued...

The next 10 hours were spent hard driving past major cities, including Zaragoza and Barcelona, only stopping for fuel for Franc and us. The journey time from home to the Costa Brava took three days in total, which had a lasting effect on us all. The kids were excellent, and the 'Are we there yets?' became few and far between, the amazing picturesque scenery more than making up for the long journey time. We arrived at Torroella de Montgrí and located our home for the next seven nights – Camping El Delfin Verde – which we had booked before leaving home. Arriving on site at 8pm, we drove around the site looking for a







◀ El Golfet, Costa Brava's 'secret' beach. Shhhhhh

▶ Two buckets, two spades and two kids to the beach









What I packed:

Our Radio Flyer was a God send. We used it everyday at the beach and for the kids to save tired legs. We also dragged it round towns and on day trips! We took a Maclaren buggy but never used it!



▲ Southern France, Le Pin Parasol. The perfect pitch



nice shady spot close to the amenities. The site was perfect in every way, if not expensive, and had plenty of spots separated by hedges and trees to choose from. The supermarket on site had a fresh bakery and provided all the food we needed, without having to venture out. El Delfin Verde is situated right on the beach and had a long stretch of sand and waves to enjoy. It was a perfect place to unwind and we were soon all in holiday mode. Each day we explored new towns and beaches and found some lovely places where locals gathered: El Golfet at Palafrugell (a real hidden treasure) and Tamariu Beach. Tossa De Mar was very pretty and had some lovely back streets with tapas bars and traditional shops selling local crafts and produce. The beach was very pebbly, so not ideal for us and the kids, but was well worth a visit. On the way home we found Castell Beach, which is a National Park and was full of local families enjoying a BBQ, beach games and drinking. It was great here and only 30 minutes from our campsite and we would have never found this without the Bus.

Heading north

Our original plan was to explore Costa Brava, then head south down the coast before catching the return ferry from Santander. However, the three-day journey time from home to the first site seemed too daunting to tackle again, so we decided it would be a better idea to head north through France, taking numerous stops this time to make the long and slow journey home easier for everybody. We were taking Franc back to his roots! So, now heading north, 'hola' soon became 'bonjour', winding through the Pyrenees taking in the breathtaking scenery. With one stop for lunch (baguette, salami and ham picked up from the supermarket in Costa Brava) our leisurely four-hour drive came to a halt as we arrived in Valras Plage at La Yole campsite. We arrived at 4pm, more than ready to unpack again and relax, only to be told by the security guard that the site was full. We couldn't accept that, especially







◀ When the kids are happy, we're happy

▶ Making the most of the on-site facilities







◀ On the way home from the beach the kids met a cowgirl

▶ Everyone loves a French patisserie, nom, nom, nom…



"We wanted to make our way from the Mediterranean coast to the Atlantic coast"

since the kids had clapped eyes on the park, so I rang the reception and was asked, "Oui, for how many nights?" Franc did a flawless u-turn, we gave the security guard the bird and found another fabulous pitch to call home for the next few nights. The facilities, entertainment and location near to the beach were all excellent, and we only needed to use the Bus once to drive off site for food supplies. The beach was over the road and was very clean with a nice open air restaurant that served hot and cold snacks and, more importantly, cold beer. After five nights, we decided we were ready to leave, so looked at the map, picked a town and set off again, loving every minute of our spontaneous holiday.

We wanted to make our way from the Mediterranean coast to the Atlantic coast so, once packed up (which we had by this point nailed down to two hours) we drove along the A61 and 62 past Toulouse. We got just north of Bordeaux and stopped for the night on a family run, quiet Route de Port Neuf. There was a brick-built BBQ for campers to use, great washing facilities and a small restaurant. There were only three different drinks on offer, and only three topping choices for pizzas, but it was just what we were after. Noah and Pixie-Lou had a great time filling their buckets with bread and crisps to feed the resident ducks beside the lake, and Noah practised his tree climbing, complete with bungee ropes for effect! We hadn't planned on the huge storm we were about to have that night, so the kids' car seats were left outside. Needless to say, when we woke up, everything was drenched and the kids had to be strapped into their seats, piled high on blankets and towels for the last leg of the journey. Did they mind? Of course they didn't, they had an even better view through the Split's front windscreens.

After three hours, we arrived at Lac De Jaunay and checked in at Le Pin













◀ St. Gilles food market, a real feast of flavours

▶ Look at my stick dad! Mind the paint job bab!





◀ Duuuuuuck, they're gonna throw it back!



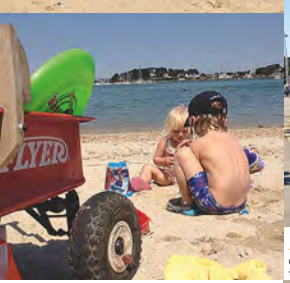
▶ Lac De Jaunay. I can row a boat, but canoe?











Parasol, another 5-star, family-friendly campsite with all the trimmings – just what you need when travelling with a two and a four-year old. The children's pool was exceptionally good and, as ever, the amenities were clean and kiddy friendly, with special sized showers, sinks and toilets, which made Noah and Pixie-Lou feel very independent. We were welcomed with two raffle tickets, which entitled us to a free drink and a turn in the raffle. Family Clarke only won first prize too – a bottle of red wine – which was a lovely start to the stay. We watched the shows that were put on each night, including 'Stars in their eyes', starring the staff, which made everyone howl. We were also entitled to a discount for the canoes and pedalos on the lake (Lac De Jaunay), which we took advantage of after some much-needed chilling by the pool. Again, we used the local supermarket for food and enjoyed some excellent meals cooked in our beloved Cadac – beef wraps and even a full blown chicken curry.

The perfect beach

We drove to Saint-Gilles-Croix-de-Vie, which was really nice, filled with shops, bars and ice cream parlours. Whilst wandering through the streets we came across an 'authentic' chinese restaurant, and simply couldn't resist, so we sat on the quay looking at the boats, all four of us sharing a cheeky Chinese – perfect.

The final nights of the trip were spent in Brittany on a small campsite just south of La Trinité-sur-Mer called Camping de la Baie. We walked into the town for some shopping and enjoyed the pretty harbour but, when we walked back, we spotted the most idyllic beach of our trip so far. It was late afternoon (and possibly the weekend) and was packed full with sun worshippers, but we knew we would be the first to set foot on that perfect powder sand the next morning. And we were. We got down there straight after breakfast to beat the crowds and ended up enjoying the whole morning and well into the afternoon without another soul. By early tea time, people started to filter down, but we had found 'the perfect beach' for this trip and were able to tick that box.

Packing up the Bus for the last night's stop was really sad, so we waited 'til dusk to really get on with it. None of us were anywhere near ready to go home. Even Franc was firing on all cylinders, and we had complete confidence in him as the days went on. He was in excellent shape. We drove down to St. Malo for our last





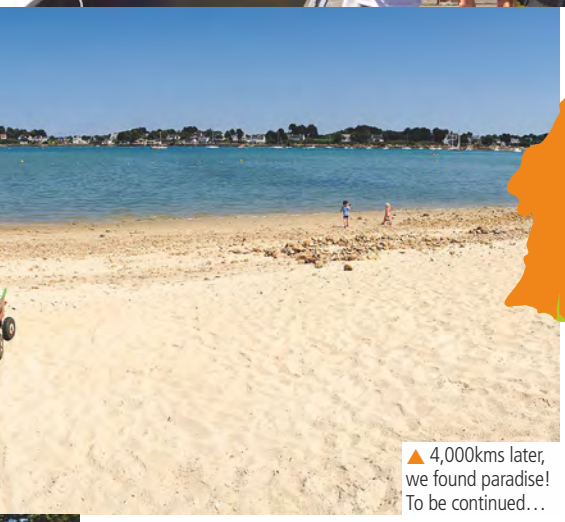


"We knew we would be the first to set foot on that perfect powder sand the next day. And we were"



▲ La Trinité-Sur-Mer nice!





▲ 4,000kms later, we found paradise! To be continued…

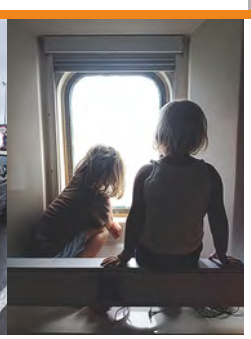


overnight stop. Although we had read that sleeping in the queue at the ferry port was acceptable, we soon agreed it wouldn't suit us and we left there and found a campsite less than a mile away (Camping de la Cité d'Alet). It was a really basic, no thrills pit stop, perfect for our early departure the next morning.

The ferry crossing back to Portsmouth was a relatively short nine-hour journey, at least compared with the 27 hours to Santander. We paid an extra £25 for an outside cabin, which meant we could lay down, relax and have our own space. Noah and Pixie-Lou enjoyed watching Aladdin performed on stage, which helped pass an hour or two. It was a perfect ending to our fabulous family road / boat trip. We got off the ferry on English soil early evening and headed north back to the 'shire, returning home just before dark, never so happy to see our own beds. Which raises the question, 'Who's going to sleep where on our next trip?' Family Clarke is fast outgrowing Franc!









The details:

Where we stayed

1 Night 1: Camping El Roble Verde Erriberagoitia / Ribera Alta, 01428, Araba, Spain Phone:+34 945 06 33 50

2 Nights 2-8: El Delfin Verde, Torroella de Montgrí 17257 Ctra Torroella-Pals

3 Night 14 - 1125 Route de Port Neuf, 33240 Saint-André-de-Cubzac

4 Nights 9-13 - Camping La Yole, Chemin des Bosses Orouet 85160 St. Jean de Monts

5 Nights 15- 18: Le Pin Parasol Châteaulong 85220 La Chapelle Hermier, France Phone:+33 2 51 34 64 72

6 Nights 19-21: Camping de la Baie, 44 Rue de Kervourden 56470 Trinité-Sur-Mer, France

7 Night 22: Camping de la Cité d'Alet, Allée Gaston Buy 35400 Saint-Malo France

How much?

■ **Ferries**: LD Lines crossing from Poole to Santander (26 hours) – £800 return for inside cabin for two adults and two children. Very dated, budget crossing with little, if any, entertainment. A very small area for children to draw and a small TV. Large dining area and plenty of seats. The cabin was clean and tidy. Washing facilities basic but fine.

Brittany Ferries from St. Malo to Portsmouth (8 hours) – £225 for outside cabin. A really lovely, modern ferry with good food, comfortable seating areas and excellent entertainment with a family show and a well-equipped childers's play area.

■ **Toll road:** £126 (we think we packed the roof rack too high on two journeys as it charged us over 30 Euros and we had to get out of the Bus to reach the ticket – which we thought must be the slot for an HGV. Heads up! Pack your roof racks as flat as possible. We think if your Bus is over 2.5m high it's classed as a larger vehicle.

■ **AA cover**: £225

■ **Petrol:** £517

■ **Camping:** based on £45 per night for 21 nights: £945

■ **Food, drink, days out, shopping:** £960

■ **Total spend**: approx. £3,798

■ **Total distance travelled:** (by road and sea): 4,065kms

Must see:

1 El Golfet at Palafrugell

2 Beaches at Trinité-Sur-Mer

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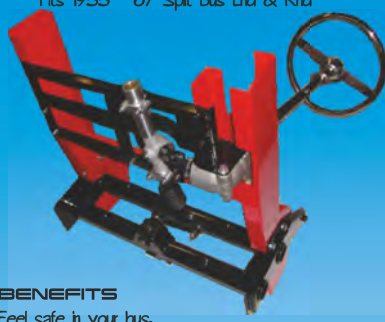
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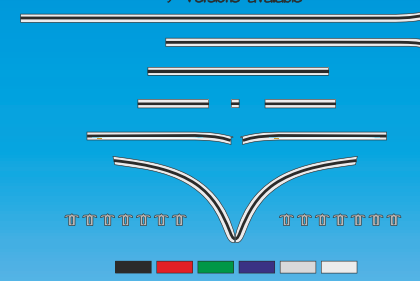
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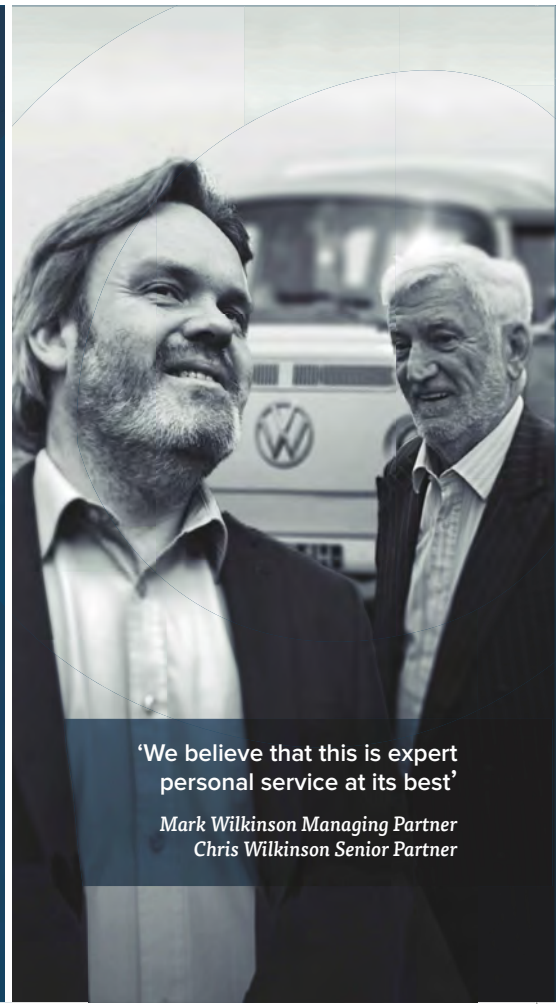
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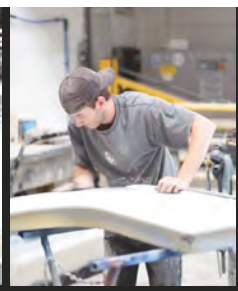
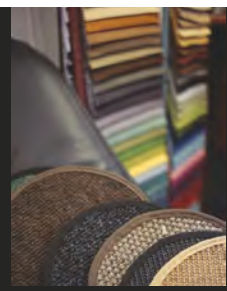
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Hans Klapp

OLDER, BUT NONE THE WISER

Hans winds the clock back to 1988 and VW's search for the UK's oldest Camper

Words *Hans Klapp* **Pics** *Volkswagen archive*

WHO IS HANS?

Our man Hans is the expert's expert. He was at Hanover in the glory years. Think of him as a German Uncle Albert, albeit one you want to listen to when he starts talking VWs

Unless we are talking about bananas or women, the mantra older is always better rings true. Wine, (some) cheeses, nostaglia, and of course Volkswagens all get better with age. In fact, the more ancient your VW, the more desirable it becomes to the person in the know.

Within our funny little clique, a '73 is more oft than not deemed to be of more merit than an '83. Likewise, said '73 is deemed to be of lesser importance than a '63, which goes some way to explaining why so many of you jolly fellows on the Volkswagen circuit spend years and buckets of cash restoring a vehicle, only to sell it to fund the purchase of a tattier specimen a few years longer in the tooth. Which, when you think about it, is total and utter mandness. Each and every motoring manufacturer shovels billions into developing new products, products that are more technoligically advanced than their forebears, and yet that matters not a jot to the classic car enthusiast. No one could argue that disc brakes are superior to drums, 12-volt electrics are better than 6-volts etc, but we cheerily ignore these indisputable facts when buying our old Volkswagens.



To the average man on the street, it makes no sense what-so-ever to have an older, inferior spec machine, when the one a few years newer out performs it in every way. I will wager you a pinch of snuff to a pound of schnitzel that's the line of attack any new car salesman would take if you stepped into a dealership.

Today's car manufacturers simply aren't interested in the models that put them where they are today, or the oddball enthusiasts that maintain them, it's all about the newest, the fastest, the most expensive.

So, it was fantastically refreshing to stumble upon an old V.A.G press release from 1988 revealing VW UK's search for the United Kingdom's oldest Volkswagen-based motorcaravan.

Incase the small print to the left of these words is too small for you to discern (as it would be for meine own peepers) there were in actual fact joint winners, both with immaculate 1957 Transporters, and I quote, "The judges were so impressed with the vehicles they have decided to send the owners and their wives on an expenses-paid trip to West Germany." Ah yes, this was in the days before David Hasslehoff set us free and the Berlin Wall came down.

However, when you think about it in the cold light of day, at just 31 years of age both of these Campers, a Canterburry Pitt and a Devon were still spring chickens. I have underpants that are older than that, although I very doubt they would win me any prizes.

▶ Cooker unit with crockery in the Canterbury Pitt

▼ Those were the days, a properly typed out press release



News Release

VOLKSWAGEN TRACES OLDEST MOTORCARAVAN

The search for the UK's oldest Volkswagen-based motorcaravan has produced two joint winners, both immaculate 1957 Transporters.

The judges were so impressed with the vehicles they have decided to send the owners and their wives on an expenses-paid trip to West Germany.

One of the motorcaravans - a Canterbury Pitt conversion - is still in its original two-tone green paintwork and has covered only 49,000 miles.

Bought recently by classic car consultant, Chris Greaves of Chase Close, Stanion, Kettering, Northants, the vehicle also has the standard 30 bhp 1200 cc Beetle engine, green velour interior and optional "Blue-Spot" radio.

Chris, whose car collection includes a 1928 Cadillac and a 1937 Rolls-Royce, said: "I have to admit it was an impulse buy although I had hoped to use it for holidays. However, I now think it's too good for my young family."

The Volkswagen, which was originally sold by Boroughbury Garage Ltd., Peterborough, will be displayed on the SMMT stand at the Camping and Caravan Holiday Show at Earls Court, London (November 12-20).

.../more

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◀ Pictured left to right, Alistair Fulton with his Devon, VW Commercial Vehicle Marketing Manager Malcom Pitcher and Chris Greaves with his Canterbury Pitt. Where are they now?



Green with envy

Further investigation into the wording of the press release reveals one or two facts that would get the VW have-nots giddy goat, the owners of the aforementioned vehicles... In this day and age everyone has to be a working class hero, a man of the people with dirt under his fingers nails who's been into their VWs for 60 plus years, man and boy, not a classic car collector like Chris Greaves, with a 1928 Cadillac and '37 Rolls Royce amongst his collection...

To make matters worse his Pitt had only covered 49,000 miles at the time of this competition, so he clearly didn't enjoy driving it very much did he? How most undeserving of him.

Balderdash say I. A chap such as Chris, was but a

▶ My favourite '57 Bus colour combo, Palm Green and Sand Green

▼ Both these Campers would have started out as Kombis, like the PGSG in this brochure pic from the same year











worthy custodian of this fine vehicle. A vehicle I might add, that beat over 100 other applicants to the (joint) top prize.

Drive it like he loves it

The other winner, Alistair Fulton was a bubble car fanatic who had also owned VWs for a good five years at this point. He is quoted as saying, "I keep thinking of buying a newer one, but it is so reliable there seems little point. It is a real family vehicle. My wife and daughter and I have been to the south of France and Italy with it and my two older boys take it to windsurfing events. It drives like a dream."

Why on earth would the man even contemplate buying a newer Camper? I suppose it goes back to what I was saying earlier about most 'normal' people enjoying vehicles with mod cons rather than antiquated charm.



What is especially antiquated is the price quoted in the PR bumf. The runner up, who didn't even appear in the photograph (there were no prizes for the bronze position here) was a retired lecturer by the name of William Baynton. He also had a '57 Bus, although we'll never know which variety, and being a car collector "Considers the Volkswagen excellent value. He paid £90 for it in 1966!"

Whilst this months offerings may appear to be a ramble down memory avenue, I would rather you consider it a fascinating snap shot of a better era. A time when a huge multinational company cared about its heritage and rewarded those who were preserving it.

Where are they now?

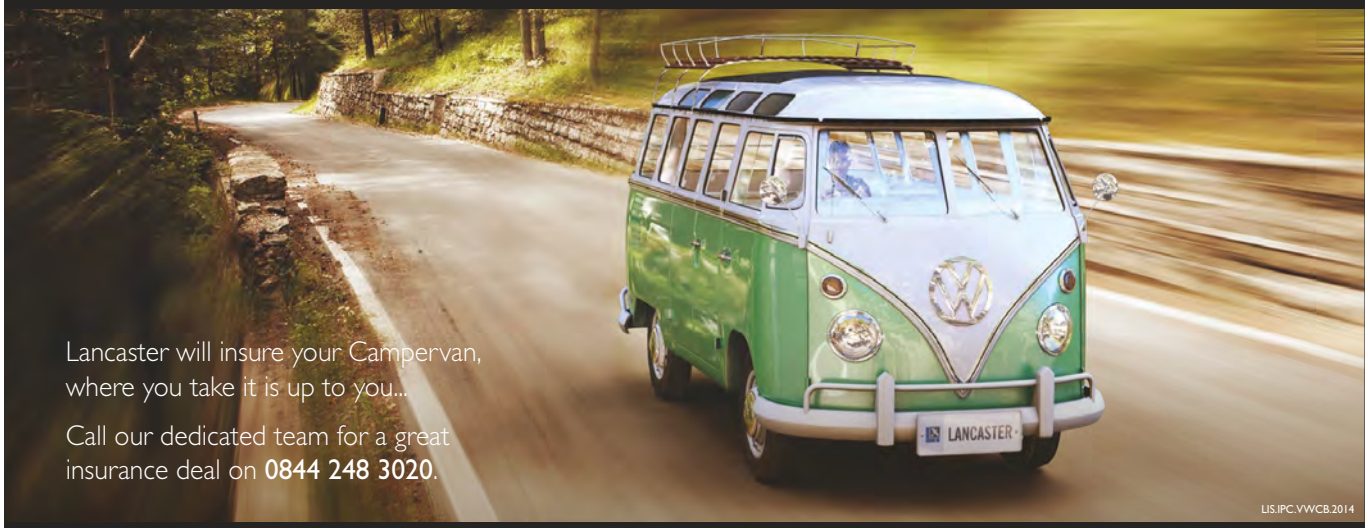
Before I sign off I will leave you with the pleasant news that a quick check on the DVLA's interweb page reveals that both vehicles are still taxed and therefore, still alive, although the Pitt, shock horror is actually listed as a '58.

And on that bombshell, I will leave you all with the wish of a pleasant month.

Auf wiedersehen meine kinder.

▲ Olde worlde camping charm from Devon. Mr Fulton was a lucky man to have such delights at his pleasure

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Price List

Split cab floor repair

If you can see the road beneath your feet when you're driving, or need to wear wellies *inside* your Bus in the rain, chances are your cab floor is shot

Words and pics *Mark Walker*



JOB INFO

TOOLS USED

Heat gun
MIG welder
Angle grinder
Finger grinder
Air cut off tool
Drill / hole punch
Spot weld drill
Welding clamps
Hammers (various)
Cold chisel

SKILL LEVEL

1 2 3 4 **5**

TIME TAKEN

16 hours

COST

DIY: £250
Pro: approx. £600 labour, plus parts

Last month, we showed you how to repair part of the cab floor in a Bay Window Bus. Sometimes, however, if rot is really advanced – and, let's not beat about the bush, if you're working with a high mileage, European Split it most likely is – just replacing a corner section is not enough, so this month we are going to show you how to cut out and replace the entire cab floor panel in the correct manner, this time on a 1961 Split Screen Bus.

Thanks to Simon at Specialist Motor Caravan Services in Chichester (tel. 07791 948880) for allowing us to snap pictures of this job being carried out.



01 Prepare

Before you can break out the grinder and welder, you need to prepare for the job at hand. The cab floor mat or carpet is the first item to be removed, followed by the front seats and interior panels. The Bus we were working on had a lot of the glass already removed but, if your Bus doesn't, you would be wise to protect it with masking paper or sheets to prevent any stray grinding sparks from embedding themselves in the glass and then rusting when your windows steam up. We also chose to wrap the wiring loom under the dash to avoid accidental damage, as we will be working in fairly close proximity to it



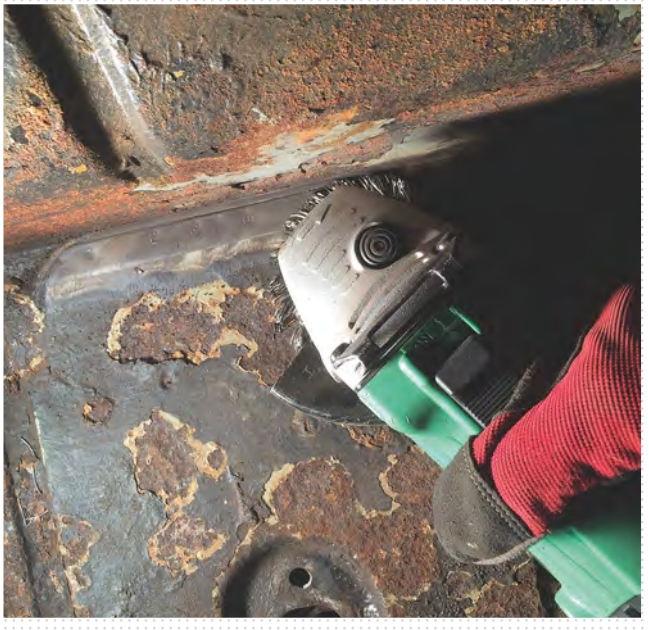
02 Disassemble
In order to remove the complete floor, you will need to remove the steering box, gear lever, pedals and front heater tube. First, though, you need to remove the steering wheel. With the horn push gently pried up and removed, you can undo the 24mm nut that holds it in place. Only it's usually not that simple. The steering wheel is held on a tapered shaft with a woodruff key and is usually seized. Pullers are available, but often break the steering wheel, especially if it is already cracked. You can try soaking it overnight with penetrating oil but that didn't help on this Bus, so we resorted to the old trick of pouring boiling water into the horn push area a few times, then heating the metal part of the steering wheel centre with a blow torch, then knocking it upwards from underneath with a mallet and wooden block. The water in the steering wheel as we heated it helped to keep the temperature down around the edges and eventually, after much cursing, our steering wheel came off undamaged (with a bang)



03 Strip out mechanical parts
With the steering wheel removed, you can now disassemble the rest of the mechanical parts that are in the way. It's all pretty straightforward, and we are not going to cover removing these parts in full detail here. If you get stuck, consult a manual. The only specialist tool you may need is a balljoint separator to remove the drag link from the steering box pitman arm before you remove the steering box. With the steering box, pedals and gear lever removed, you can move on to the next step. Note: we elected (read: were forced) to leave the handbrake lever in place, as the pin was totally seized and wouldn't respond to lubrication or heat



04 Remove heat tube
Looking at the heater tube that comes through the front floor and upwards to just under the dashboard, you will see a few stitch welds holding it in position. You need to grind or cut through these welds. We used a combination of a 1mm cutting disc on an angle grinder and a finger grinder. Be aware, there are a couple of hidden welds at the upper end of the tube facing the front panel that you will need to feel for with your fingers, then carefully grind through with a finger grinder. Before you remove the tube completely, make sure to take a picture, or note its position, for re-fitting later. This is especially important with pre-'64 heat tubes as they have no symmetrical vents attached. Even with all the welds removed, the tube is still a bear to remove, but opening up the lower flanges a little will enable it to be wiggled free



05 Locate spot welds
With a wire wheel attached to the angle grinder, and wearing eye / ear / breathing and hand protection, you can now clean the paint off back to bare metal to expose the original spot welds along the outer edges of the panel, where it meets the wheelarch tubs and the front panel. You will also need to clean the area around the gearstick housing and handbrake lever. With this done and the resulting mess blown or vacuumed out, locate all the original spot welds holding the floor panel to the surrounding metal. If a particular area is very pitted and you cannot see the spot welds, try running your finger along to find where the dimples are



06 Drill out spot welds
Attach a spot weld drill bit to the drill (available on eBay if you can't find them locally) and carefully drill out all the spot welds. It feels like there's a thousand, but take your time, use the drill on a slow speed and try to drill through the top layer of metal only, just enough to break the spot weld free. Take regular breaks to allow your back / hands / wrists time to recover. Remember there is also the chassis running directly under the floor panel, which the floor is also spot welded to in places, so locate and drill these out too. Tip: this area can be located from above, as there is a shallower rib pressing in the floor than the other ribs at both sides



07 Detach old floor panel
With the spot welds drilled out (although you're almost certain to find you've missed a few) use a sharp cold chisel to work around the perimeter of the floor, separating it from the Bus. We found it easiest to detach the outer edges in their entirety first, then the centre piece around the gear shift and handbrake housing

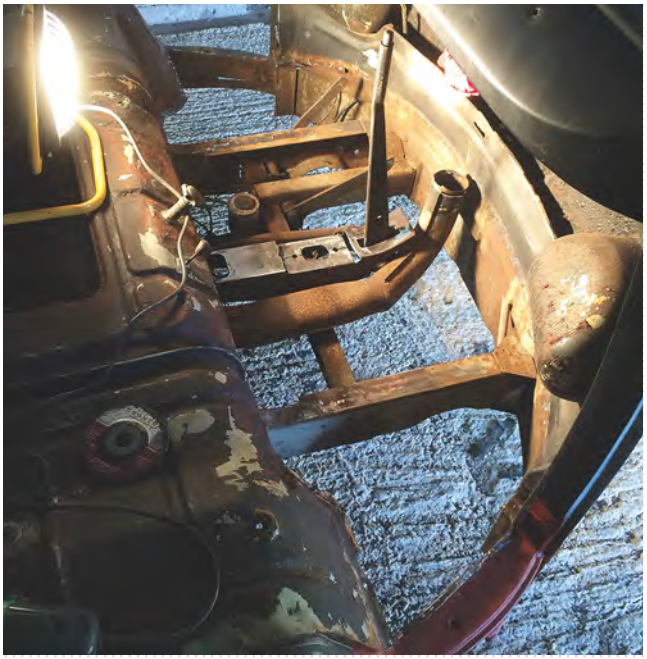
08 Cut out old floor panel
You can now attach a cutting disc to the grinder – we find 1mm cutting discs are best for this kind of job – and, wearing your full protective clothing, cut carefully down both sides of the gear shift housing, being careful to avoid the housing underneath. It goes without saying that a grinder with a thin cutting disc attached is a pretty lethal piece of kit, so hold with both hands (unlike our staged picture) and don't force it, let the blade do the work





—WARNING!—
Wear gloves and eye protection! Remember this is supposed to be fun. Enjoy it!

09 Remove old floor panel
Where our floor attached to the chassis and around the gear shift housing, it was too badly corroded to locate and drill out the spot welds, so we chose to attach a grinding disc to the angle grinder and carefully grind through these areas instead. Go slowly and you will see the upper layer of steel turn blue just before it breaks through. At this stage, swap to a flap disc to grind away the remaining bits so you can remove the floor without marking the chassis underneath. The pieces can then be wiggled free with pliers or grips



10 Clean up surrounding metal
When the old floor has been removed, there will undoubtedly be a couple of spot welds you drilled all the way through or damage made with the chisel, so now is the time to weld these up and straighten any bent bits of metal. There will also be metal left around the a-pillars that must be ground off before the new floor can be fitted. Once this is done, clean up the surrounding metal with the wire wheel on the grinder before blowing, sweeping or vacuuming out all the dust



11 Paint hidden areas

When the floor panel is installed, there are a few areas that will be impossible to access to paint and therefore protect the panel against future rust. Notable areas are on top of the chassis and the underside of the new floor. Be careful not to paint anywhere you will be welding, unless the product you are using is a specific weld-through primer. We use zinc rich Bonda primer, applying two even coats with a brush, allowing drying time in between. Tip: in colder weather, use a heat gun gently to accelerate the drying progress. Doing this means you can press on, rather than waiting overnight for the paint to dry



12 Trial fit the new panel

Once you are happy with the fit of the new panel, make holes along the edges where the original panel was spot welded, so you can plug weld these areas with the MIG welder. We used an air punch but a 5-6mm drill bit works just fine, just hold the panel over a wood block as you are drilling to avoid distorting it too much. With either method, you may need to gently hammer and dolly the panel straight after making the holes.

Now make sure that whatever coating the panel was supplied with is removed in the areas you will be welding – a flap wheel on an angle grinder works well for this. If there are any sticky labels, scrape them off and use solvent to remove any glue residue

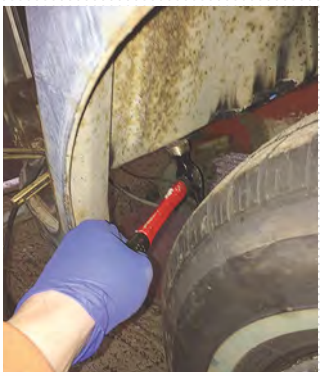


13 Manipulate panel to fit

The complete cab floor panel we used was a Wolfsburg West part, supplied by Auto Craft Engineering (www.autocrafteng.co.uk). It is a very good quality panel but, as with any replacement panel, it didn't just drop straight in. We needed to manipulate it a little to fit, especially around the centre gear shift and handbrake housing. We also needed to gently hammer the front edge of the panel forwards so it followed the contours of the front inner valance

14 Weld floor panel in

Due to its location on the Bus, clamping the front floor panel into position before welding is very difficult, if not impossible, so we clamped our panel in position at both outer edges to make the first few plug welds adjacent to the cab steps, putting direct pressure on the new panel in very close proximity to the plug welds in any places we couldn't get clamps to ensure no gaps (read: rust traps) were left. When we came to welding along the rear edge, we went underneath the Bus with a hammer and chisel and gently tapped up the flange to meet the new floor before welding





15 Plug and play

We left the front edge until last, tackling the bit around the gear lever and handbrake just before this. We found it necessary to dress the panel down around the handbrake housing with a panel hammer once we had clamped it into place around the gear lever housing. With the panel completely plug welded in place, don't forget to stitch weld the lower heater tube to the new floor and join the floor to the a-pillars at both corners





16 Re-attach heater tube
When the floor is welded in, you need to re-attach the heater tube. Ours was a struggle to remove, so needed a bit of straightening out before re-fitting. With the old welds ground off the tube, you can push the upper end into the tube pointing down under the dash, before tapping it into position with a hammer. Hopefully, you noted the correct position of the tube earlier so you can position it as it was before and weld it back into place



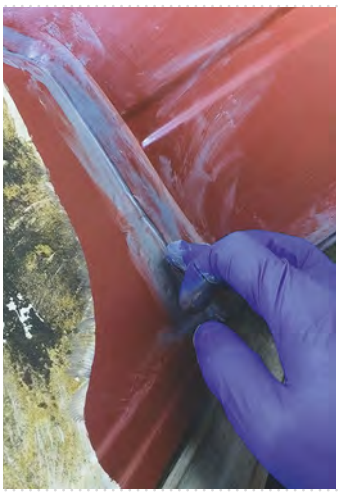
17 Grind down welds
With all the welding done, you can now grind down the welds. As access is limited with an angle grinder, we chose to knock down the welds we could get to with a 40-grit flap disc on the angle grinder first…



18 Finish grinding
…then finish the job with the finger grinder (if you don't already have one of these and plan on doing further bodywork restoration, we strongly recommend buying one). Be especially careful when grinding on your back underneath the floor and make sure you have a well fitting pair of eye goggles



19 Paint repairs
With everything metal finished and looking dandy, you should now paint the exposed metal to seal it from the elements. We chose Bonda primer again here as it works well as a base coat for the body colour paint on top and factory-style grey paint underneath. Use a minimum of two coats, otherwise there is a risk rust will develop where any brush marks are in the paint



20 Seal repairs
Between coats, apply a thin skim of seam sealer along the joints with a rubber-clad finger. Instead of welding our floor to the chassis, we chose to run a bead of Sikaflex adhesive along the chassis rails and around the underneath perimeter of the floor, both to add strength and help keep water out. If all has gone to plan, you should now have a solid floor once again and can rest assured your feet won't fall through it, or get soaked next time you're out driving in the rain. Good work

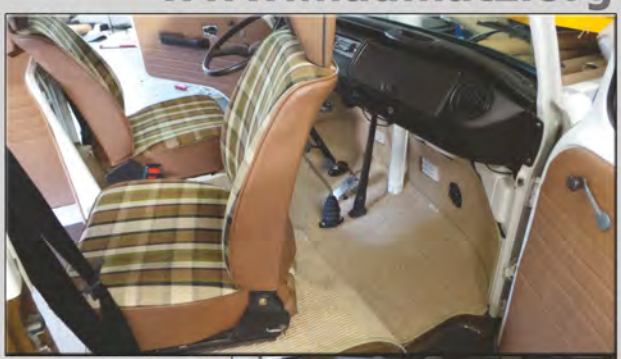
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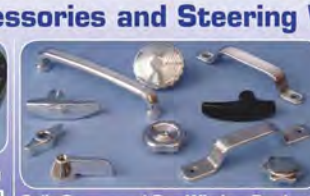


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Campers & Vans



1972 Bay Window
1972 vw bay window,underneath all done,too much work undertaken to mention here,new engine just over two years ago,12 volt spotlights,new cab floor ,loading bay floor,outriggers,jacking points,wheel arches,carburettor,exhaust,brakes ,sunroof, etc etc,elec hook up,new front panel,,this cost £650.00 alone,resprayed in fantasia green, passed last mot without any issues,mot till may,tax exempt,loads more pics if required,realistically priced to sell,any reasonable offer considered,
Mileage: 3750 on new engine (overall mileage unknown) £11,999, Southern England, Tel: 07952785647, gerrydev@hotmail.com



Volkswagen Camper Splitscreen 1962
Rye is our UK RHD 1962 11 window split screen walkthrough campervan. She sailed through her MOT in May with no advisories and runs very nicely. She has a 1600cc engine which gives her a bit more zip than the 1200cc she left the factory with. She also has a full width rock n roll bed with matching colour seats and 3 lap belts (two lap belts in the front too). She was first registered in Feb 1962 and has lived in the UK all her life. Also included in the sale is a trailer which is cool but in need of some TLC. Mileage: 87000, £5000, Southern Scotland, Tel : 07517331303 arthurjamestwomc@gmail.com



1973 Westfalia - US Import
1973 Westfalia. This van is a rust-free American import. All original interior. 2ltr, twin carbs; very smart runner. This is a solid bus, UK registered, long MOT, tax exempt. Ready to go. Hampshire. Mileage: 40,404 £13,500, Southern England, Tel: 07802850256, info@aloequine.com



1973 Bay Window Camper Volkswagen T2
Bus took a full restoration completed 2010 including most panels (front, door panels, side, quarter panels), jacking points finished with a full respray internal and external (external blue under white) engine - bottom end rebuild 2011 - no oil leaks at all full width rock and roll bed, quality wood utility seat including table and matching top box/ overhead locker Rear seat (rock and roll bed) includes 2 full 3 point seat belts which are suitable for child seats or adults Bodywork and chassis are all in very good condition and would welcome any inspection. The bus is also mechanically very sound. Sleeps four comfortably (2 on bed plus 2 bunks) There is also a stereo system that runs off an IPod/ mp3 player Manufactured in 1973, MOT : will have 12 months MOT from point of purchase, Taxed until August 2015 (Free as tax exempt) Excellent condition for year and runs extremely well Year of registration: 1973 (I have a copy of the birth certificate for wolfsburg), Mileage: 76441, £5350, London, Tel : 07524722998, JamesSRamireza@outlook.com



1973 Westfalia Bay camper tax ex
1973 tax ex genuine westfalia vw camper. Mot nov 15 Restored 9-10 years ago loads of photos. Recent work underneath so solid & rust free. Brakes all replaced. 1776 cc twin carb engine (so goes up hills fully laden) no obvious change in mpg. Full westfalia interior. Body needs finishing. Empi 5 alloys new tyres. Stainless exhaust. CLOSE TO DUBFREEZE, £11000, Midlands, Tel : 07974686745
zombie69@ntlworld.com



1978 VW Camper Van T2
T2 bay window, pop up roof. New MOT. Drives beautifully. Van has had a major restoration, new panels, is now rust free and re sprayed. Is in excellent condition, also benefits froma recondition 1600 engine with a splitter system for charging leisure batteries. Interior has new cushions, rock n roll bed, kitchen units, sink, gas hob and stereo system. wired for 240v with exterior plug. Comes with cover. Mileage: 80,000, £12500, Southern England, Tel: 07956254522, adamgray337@gmail.com



2015 64 reg New VW T5 Highline Brand New Camper Van Conversion
This is a 'Brand New' top spec (metallic toffee brown) Volkswagen Transporter T5 102 with a tailgate and alloy wheels. It has only covered delivery miles and has 3 years 100,000 mile vehicle warranty. It has been professionally converted into a camper van which is absolutely stunning and of the highest quality. Included with your purchase is 12 months installation warranty. It is fitted with a crash-tested RIB bed. The Camper boasts the fabulous 'Highline' spec which includes: factory fitted air conditioning, electric windows, electric mirrors, heated mirrors, heated rear window & wash wipe, rear distance parking sensors, trip computer, cruise control, leather steering wheel, leather gear knob, front fog lamp, drivers' comfort seat, DAB radio, CD Player, iPod connector, handsfree and stunning toffee brown metallic paint work. There is a 2 seater cab, with 2 single Captains swivel seats, and a further 2 seats in the rear both fitted with 3 point seatbelts The Professional Conversion which is finished in stunning 'high gloss' walnut consists of : A brand new reimo style pop up roof with hydraulic bed system 6 black limo tinted privacy windows with slide opening window in kitchen area Rock and roll crash-tested bed with 2 (3 point) seat belts and under bed storage Full side conversion Compressor fridge (with ice box) Smev sink, hob and grill Removable table with drop down leg Porta potti storage cupboard and gas bottle storage cupboard On board 30L water tank with electric pump Rear upholstery Fitted matching curtains High quality flooring Full hook-up with 240 built in charger 85 amp leisure battery Lighting Fully insulated and carpeted, Mileage: Delivery only, Price: £36600, Eastern England
Tel : 01480 461463 / 07710 087676
paul@cambridgecampervans.co.uk



1971 RHD/Walkthrough Australian Bay Window
Imported & restored by South West Splitz; solid bus rust free, no welding, full respray inside & out with all seals replaced. New interior, rock & roll bed, fridge, stove, hook up, leisure battery and westfalia pop top fitted. 1700cc converted to single carb in 2012 - fully serviced with MOT until August 2015. All paperwork from UK registration and service history along with full photo records available. Four new tyres being fitted, excellent condition & much loved bus. Mileage: Kilometers 14625 (current clock reading), £22,000.00, Midlands
Tel : 01332 661895,
alberttonks@virginmedia.com



1972 Lowlight Crossover VW Campervan

Professionally maintained by local specialist and used almost daily. Originally a Devon conversion, we have reorganised interior with two of the original kitchenette units retained. Tried to keep it period and in keeping with original. Full width rock and roll bed. Original twin bunks in pop top. Seat belts all round. New pop top canvas. Propex heater, hardly used but professionally fitted and commissioned. Two burner gas stove with grill. Fire extinguishers front and rear AND in engine bay. Very clean and tidy inside. Just passed MOT so 12 months left. Fresh insulation throughout and new window rubbers. Overall a solid reliable bus. Only downside is lower half paintwork which is a tad ropey and bubbling paint on passenger front door bottom. 1972 so tax free and



1972 T2 Crossover Bay tin top camper

Immaculate 1972 camper, 1700cc with single carb kit (original carbs in storage) fitted with power steering, american import lhd, no rust, no welding, mot, tax, new rear upholstery and curtains.. Must be seen, everyone comments on how lovely she is!!, £16,500.00
Southern England, Tel: 07971669918



VW T5 Camper HI LO Roof

Vw t5 camper, Hi Lo roof, 2011, 140 bhp, Grey/Graphite. Bran new conversion, 4 berth 5 seats, 7ft electric remote bed, double swivel seat, vw embroided apolstry, 20" range rover sport alloys, fridge hob sink, led light system, xemon lights, drl,s. 14" flip down TV, 8" android tv. Converted to the highest spec. Please email me for more pictures. Mileage: 130k FVWSH, £29000, Northern England
Tel: 07511966107, pecool1976@gmail.com



1977 Volkswagen t2 VW Westfalia Berlin Deluxe

This 1977 westfalia berlin deluxe is truly beautiful and has been professionally restored with a bare metal restoration to a very high standard. The van is arrow straight,no dents,scratches or imperfections. No rust or bad repairs the paint is flat with no orange peel or miss matches and has a mirror finish. All door gaps are really good and 1 key fits all the locks. The camper really does turn heads and gets alot of attention every where it goes. The van was already very solid when I brought it still with it's rock solid sills,outriggers rails and floor which is outstanding for a 37 year old vehicle the cab floor and cross members were just the same so rest assure you are not buying a patch work quilt.The only panels that were needed was,1x battery tray,1 rear corner,1 step and a couple of very minor repairs.Once the repairs were done the van was treated to a good anti corrosive etch primer then a good amount of anti corrosive 2 k primer which was then rubbed down and sprayed in this beautiful green and white which is not the original colour but makes it really stand out from the other vans, and shines like a pin. Mileage: 78000, £5650, Midlands, Tel : 02392160748
Dasiezmr384@hotmail.com



LOWLIGHT as featured on TV

Patina look bus, amazing condition. Full refurb by Pete 'The Kombinator' and rebuild featured on TV in Australia and on "An Idiot's Guide to renovating a Kombi". MCJ steeing wheel, chrome BRMs, twin Dellortos, MadMatz floor, big stereo, fat biscuit interior, rag top, sign-writing and more!, £25,000, International, Tel : +61428272478,
simon.henderson@bain.com



1971 Bay

"Peggy" is reluctantly being sold due to the fact that the 4 boys are now too big for family holidays. She has been refurbished from top to bottom hundreds of photo's of restoration if required. New front and back doors, new interior by All Things Timber, new Upholstery by Bromsgrove, new electrics, new recon engine etc, etc £12,950 ONO. Tel: (07778) 968550.
(West Yorkshire)



Westfalia conversion

Westfalia conversion in good condition and comes with a new awning. Has cooker, fridge, sink and wardrobe. Sleeps 6. Mileage: 27848 (Not sure how many times it has gone around the clock), Eastern England, Tel : 01379668750,
davidjohnrogers@icloud.com



VW SPLITSCREEN CAMPERVAN 1966 LHD

Along with the original 1966 owners spares box is the original paperwork pouch and two copies of the original ignition/door key. Inventory: Aluminium black-out blinds for all windows 3 Bow Stainless Steel Roof Rack and Ladder Canvas Awning Two copies of the original ignition/door key. Original paperwork pouch Original owners spares box Fire extinguisher Blaupunkt radio iPhone/iPod dash mount 2 hob, grill Propane bottle Camping tables and chairs Full cutlery set Plates, bowls etc Saucepans and frying pan 240V hook-up 12V battery (for interior lights/radio) 240V mains sockets 240 to 12 volt converter for.. 12V Fridge Rock n roll bed (full width) UK style rear indicator lenses (US style currently fitted) Serious enquiries only, no time wasters please. Can arrange shipping. Mileage: 87898, £9,300, Midlands Tel:01133280437,arthurjamesmccann@gmail.com



1976 Vw t2 campervan

1600cc air-cooled, RHD, fully restored in 2012, sleeps 4 gas hob, fridge & leisure battery. Bellows replaced last year. Comes with full drive away awning and cover. Mot till June 2015, £15,500.00, Southern England
Tel : 07866329194,
vickiibutler1977@hotmail.co.uk

www.volksworld.com



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reconditioned engine in 2010 only done 65k, with a Awning. MOT September, tax till August, new starter motor, water pump, and reconditioned head gasket. Stickers can be removed. New oil filter, spark plugs, thermostat, dash clock until replaced so millage differs from clock, new lights to led's, normal and leisure battery, sink, electric hook-up 240v, fridge runs on hook-up, battery and gas, tyres and alloys replaced 2012/13, full leather chairs, carpet in front cab, captains swivel chair on passenger side, a must see! When he had a full strip down, dp and respray. 1986, 1.9 cc, We will bee sorry to see him go but I'm looking for a new project and don't have the room for both. call for more details, Mileage: 60k, £8000.00 ono, Midlands, Tel: 07989353880,
whitey42@hotmail.co.uk



Stan the Van - show car

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simon.henderson@bain.com

Parts



Vw split screen 15" x 4.50 steel wheel

15" x 4.50 split screen van/camper rim dated 10/61.(genuine 15") This is a very good straight rim with all clips. The rear is as good as the front & the inside where the tyre sits is excellent. Price includes postage to UK mainland only. Vw dealers want more than i'm asking! £100, Northern England
djz6500@yahoo.co.uk



And finally...

Why James believes there's a time and place for brand loyalty

A couple of things have inspired me to put finger to keyboard this month. Firstly, Klapps ramblings on p.86 about car manufacturers not caring a kipper about their product history (unless it's to stop others making a few quid from preserving it for them) and a couple of conversations with what have always been diehard air-cooled owners.

You see, of late, there's been talk in the office of moving our beloved Panzerfaust on to pastures new. The sad truth of the matter is the old darling has earned its spurs but is now surplus to requirements. We could do a couple more technical features with it, but in reality, we've done all we can from an editorial stand point, and with my own projects on the go, and the need to fill the mags with interesting editorial, we'd be better off selling it and using the money to fund another project. And, we're talking T5 shaped here! Sell a Bay and buy a T5? Have we lost the plot? Well, no actually.

A number of friends who always said they'd be air-cooled until the end have already made the switch to T5s and it's easy to see why. I mean, look at the machine on this page. It was featured a while back in *C&B*, before the days of our sister mag *VWt* and ticks every last one of our little boxes. Cool, low, fast, reliable, able to carry lots of people and junk, and it's something that will generate copy for the mag. We can also buy a base vehicle and do everything we want to it, and then some by selling our beloved Bay. It's a no brainer.

Well, actually it's a total brainer. Because our Pfister is a world of cool. It's part of the fabric of the mag and to sell it will be a massive wrench and it will only go to make way for something cool. Sure, a Transit or a Merc does everything a T5 does, but it just doesn't have the VW roundel or family history, and at the end of the day, that makes all the difference.



James Peene, Group Editor





▲ This can do everything our Bay does in half the time and with half the effort...

◀ ...but driving a classic VW isn't about being sensible is it? Could you sell this to buy something modern and more user friendly?

VW alternative?

■ VW(t) Caddy

If we were just being sensible and needed a Van there are far cheaper alternatives to T5s, like an awesome slammed Caddy, and that keeps it in the VW family too





■ Sexy tranny

UK alternative to a VW? Cool? Arguably. But it's not a VW is it so there's not a snowballs chance is there?

■ V.A.G wild card

Okay, so now we're just being silly! Skoda Felicia Fun anyone?



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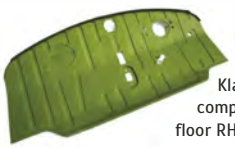
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